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IS BLURRED AND MISTY
READING, HEADACHES,
AND ILL HEALTH
GENERALLY.
Wear Suitable Glasses.
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OPTICIAN
31, Queen's Road Central, Hongkong.

The China Mail.

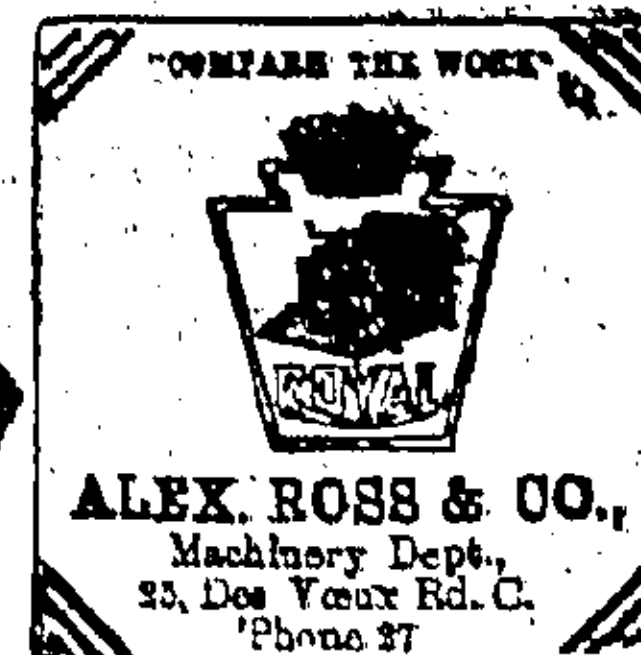
ESTABLISHED 1846

February 5, 1920. Temperature 56°

Rainfall 0.00 inch

Humidity 66

February 5, 1920. Temperature 66°



ALEX. ROSS & CO.,
Machinery Dept.,
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Phone 27

No. 17,867.

四拜禮

號五月二年十二百九千一

HONGKONG, THURSDAY, FEBRUARY 5, 1920

日六二月未己亥歲年八國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

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Ointment in pots or tubes 60 cents.
Sprays Solution \$1.00 each.
Sprays for Solution \$2.50 each.

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TRAINING TIMES.

A thick fog over the Valley this morning made the work of timing the
gallops very difficult and in many cases more or less a matter of guess
work. The times taken follow:—

Moonshine.—35; 1.08; 1.43; 2.5.
Gentle Cat.—33; 1.08; 3/5; 1.41; 2.5.
Mountain King.—37; 1.15; 1.11; 1.46; 1/5; 2.19; 2.50.
Pawshop.—34; 1.10; —; 2.23.
Sunspot.—33; 1.06; 2/5; 1.39; 2.5.
Allied King.—35; 3/5; 1.09; 1.42; 3/5; 2.17; 4/5; 2.48; 3/5.
Charles.—37; 2/5; 1.13; 1.44; 3/5.
Louza (1 1/2 miles last)—35; 1.08; 1/5; 1.41.
Tredegar and Tredegar.—38; 1.15; 3/5; 1.52; 2.27; (Tredegar
2.30; 1/5).
Sand Martin and Cigar Box.—36; 1.09; 1.43.
Sandy.—43; 1.07; 3/5; 1.39; 2/5.
Purity Dahlia.—35; 1.09; 1/5; 1.41; 3/5.
Trumpet.—36; 1.12; 1.48; 1/5; 2.22; 1/5.
Eclipse Dahlia.—35; 1.09; 1.41.
Mighty King.—38; 1.15; 1.52; 2/5; 2.27; 2/5; 2.57; 3/5.
Kipper and Uncle.—40; 1.17; 1.54; 2.30; 3.04.
Ludlow.—34; 1.08; 1.44.
Wee Mouse.—35; 1.12; 1.45; 2.21.
El Dorado.—34; 1.05; 2/5.
Valley King.—39; 1.15; 1.51; 2.21.
Dunford and Nutford.—36; 1/5; 1.14; 2/5; 2.57; 3/5.
Sovereign Dahlia.—33; 1.05; 1.37; 3/5.
Scotchbox and Snuffbox.—37; 2/5; 1.12; 3/5; 1.45; 3/5. (Snuffbox
1.47).
Orion.—42; 2/5; 1.23; —; 2.39; 3.14.

A TECHNICAL "ENTENTE CORDIALE."

The inaugural meeting of the British
Section of the Societe des
Ingenieurs Civils de France was held
at the Royal Society of Arts, when
Mr. C. H. Worthingham, C.B.E., hon.
president of the new section, took
the chair. In the course of his re-
marks, Mr. Worthingham stated that
France and Great Britain had been,
during the last five years, in close
cooperation fighting a common foe;
their association in arms had led
to similar ones being
established in art, literature and com-
merce, which still further strength-
ened the ties between the two
nations. Engineering had played a
most vital part in the late war, and
it was clearly evident that it could
not be allowed to lag behind; it was
therefore thought that a close asso-
ciation should be promoted also
between the engineers of both nations.
Hence the creation of the British Sec-
tion of the French Society of Engi-
neers, a society which embraced all
branches of engineering activity, civil,
mechanical, electrical, mining and
metallurgy, administration, &c. Mr.
Worthingham gave a short historical
review of the French Society since
its inception, in 1848, and recalled
the fact that several British names
could be found in the list of those
eminent engineers who had been
identified with the work of the society.
The British Section would make for
a closer intercourse between British
and French engineers and works.
Mr. Worthingham then introduced the
president for the first session, Mr.
Guerrit, director of Messrs. L. G.
Mouchel and Partners, Limited,
who said the object of the
British Section was to form
a link between the technical institu-
tions here and the corresponding
ones in France. It would keep the
specialists residing in France posted
upon the papers to be read before
British institutions, when French
technical men could take part in the
discussions, thus internationalising
the latter, throwing into relief a
number of various aspects of the pro-
blems under review, and promoting
friendship. The Section would also
work for arriving at an understanding
with the British institutions for the
acceptance by the latter of French
diplomats with a view to member-
ship, in lieu of British diplomas or
examination. It would further pro-
mote the exchange for temporary
periods of students and young engi-
neers of the two countries. The
Section also would read and discuss
papers; in this, it would not duplicate
the work of existing institutions, for
the papers in question would deal only
with engineering matters affecting
Franco-British relations. In short, the
British Section of the French Society
aimed at establishing a technical
entente cordiale. Mr. Gouvy, the
well-known French metallurgist, a
member of the French Society since
1882 and also, an influential member
of the society's Committee on Mining
and Metallurgy, who had been sent
specially from Paris by the council
of the society to represent them on
this occasion, emphasised the neces-
sity of strengthening the union be-
tween the engineers of the two
nations and added that the present
time for the formation of the
British Section was most opportune,
for competition by the German in-
dustries was already most active, and
would increase year by year. The
council of the society thanked the
promoters on this side for their work.
In the course of a brief discussion
which followed, all the speakers
welcomed the new British Section of
the French Society. The temporary
address of this is 45, Great Marl-
borough Street, W.1.—Engineering.

THE WEEK'S NOTICE TO EMPLOYEES IN CON- TROLLED FACTORIES.

Attention may be drawn to the
decision delivered by Sheriff Fyfe
for the Glasgow Munitions Tribunal.
In this decision it was pointed out
that, on the cessation of hostilities,
the Ministry of Munitions Act, 1918,
kept in force certain provisions of
the Munitions Act, 1917, in-
cluding the clause relating to
the week's notice, in order to
prevent large numbers of workmen
suddenly being thrown out of em-
ployment. This provision was still
in force in all works employed on, or
in connection with, munitions. It
did not matter that the actual manu-
facture of munitions had ceased
at the armistice. The character of
the work itself determined whether
it came under the term munitions.
Whatever was, or is, the destination
of the work, if it was adapted
for use in war, though there might
now be little chance of
its being so used, it was as
much munition work as it was at the
time of the armistice, for the purpose
of this Act embodying the clause re-
lative to the week's notice. There
was still "employment on or in con-
nection with munitions work" in the
statutory sense. In such works there-
fore the week's notice had to be
given to men prior to their discharge,
or wages in lieu.—Engineering.

BEWARE OF COLDS.

CHILDREN are much more likely to
contract the contagious diseases
when they have colds. Whooping cough,
diphtheria, scarlet fever and consump-
tion are diseases that are often contracted
when the child has a cold. That is why all
medical authorities say beware of colds.
For the quick cure of colds you will find
nothing better than Chamberlain's
Cough Remedy. It can always be
depended upon and is pleasant and safe
to take. For sale by all Chemists and
Druggists.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE BRITISH EMPIRE AIR POWER.

LONDON, February 5th.
Major-General F. H. Sykes, lecturer
which he delivered before the Geographi-
cal Society was attended by a large and
most distinguished company which includ-
ed H.R.H. the Prince of Wales, and
official representatives of the Dominions.
The President (Sir Francis Young-
husband) said that H.R.H. the Prince
of Wales was doing Empire work of the
greatest importance. He had been success-
fully endeavouring to put various parts
of the Empire on good terms with each
other, and he had made himself a very
precious Empire asset. He hoped the
Prince would learn from the lecture some-
thing of how he might in future, possibly,
go to Canada, Australia, New Zealand,
South Africa and other parts of the
Empire and open Parliaments; and to
India to open Durbars.
Major-General Sykes expressed the
opinion that if the Empire air power,
both Service and civil, were developed and
co-ordinated, our air supremacy might in
the future be more valuable in assisting
to maintain the world's peace than sea
supremacy in the past.
Examining air routes Major-General
Sykes said that the Egypto-Indian route
held out many advantages owing to the
great saving of time that was possible
compared to sea-voyaging. Similar com-
ment applied to the route from Cairo to
Bombay. South Africa offered
potentialities which it was impossible to
assess. The long seaboard of the two
islands of New Zealand seemed chosen by
nature for seaplanes. The practicability
of Malta as an intermediate landing
ground was now being considered. The
lecture dealt on the necessity of co-opera-
tion by the Post Office. Air mails were
the real foundation of the whole system on
which Imperial routes must be based. In
order to compete successfully in commerce
aircraft must aim at completing a jour-
ney in one-third of the time taken by other
transport.

EX-GERMAN SHIPS IN BRAZIL.

New York, January 29th.
American shipping firms, including the
Oriental Company, are seeking to pur-
chase from Brazil the twenty-eight ex-
German steamers which were interned in
Brazilian ports.
It is understood that the Allied Repara-
tions Commission question the right of
Brazil to sell the ex-German ships.
Rio Janeiro, January 30th.
The Government states that it has
accepted in principle the offer of an
American firm to purchase the ex-German
ships now in the custody of Brazil, but
in accordance with an agreement with
France entered into on December 3rd,
1918, the Government refused to place
the right of pre-emption on the same
terms.
The French Government was unable to
reply immediately. Therefore, the
Brazilian Government postponed the
transaction.

CABLE COMPANIES INCREASE CAPITAL.

LONDON, January 30th.
The Eastern and the Eastern Extension
Telegraph Companies are both increasing
their capital by £1,000,000 each to meet
the cost of extending and improving the
cable services. The capital will be offered
to shareholders at par.
FAR EASTERN CABLE NEWS.

PARIS, January 30th.
It is reported that the Allied representa-
tives in Siberia are energetically endeav-
ouring to induce the Provisional Govern-
ment of Irkutsk to release Admiral Kolchak
and hand him over to them on con-
dition that he promises not to participate
further in politics.

The French newspapers are of opinion
that no blame can at present be attached
to General Janin, but the allegation
against him in connection with the arrest
of Admiral Kolchak must be cleared up.
General Gaidar, ex-Commander of the
Czech Forces in Siberia, in an interview,
declared that Admiral Kolchak had become
more and more unpopular, owing to his
increasing dictatorial manner.

ITALIAN PROTEST AGAINST SLAV AND GERMAN CREW.

ROME, January 30th.
The Messaggero strongly urges the
Government to prevent the continuance
of the scandalous situation whereby
steamers of the Trieste Lloyd going to the
Far East have a large percentage of the
crew composed of Italian and German.
This is injurious to Italian influence and
prestige, especially in Japan, whose
friendship Italy desires to cultivate.

NORTH BORNEO CHARTERED COMPANY.

LONDON, January 30th.
Six West Ridgeway (President) and the
Honourable Mount Stuart Elphinstone
(Director), of the Chartered Company of
British North Borneo, left England
yesterday on a tour of inspection for
North Borneo.

THE SILVER MARKET.

LONDON, January 30th.
Messrs. Montagu's report of January
29th, states that the rise in the price
silver is due to a scanty supply and the
strength of the China Exchange and the
weakness of the American Exchange.

DON'T COUGH.

IT is hard to allow a cough to hang
about you and sap your vitality. When
Chamberlain's Cough Remedy will cure
you. You don't know where a persis-
tent cough will land you. You can't
afford to allow your throat and lungs to
become diseased when such a simple
thing as Chamberlain's Cough Remedy
will cure you. Get a bottle of Chamberlain's Cough
Remedy. For sale by all Chemists and
Druggists.

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ARE THE FOUNDATION OF GOOD DRESS
AVOID THE LOSS AND DISAPPOINTMENT
THAT FOLLOW AN ILL-CHOSEN STYLE
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J. T. SHAW

Specialist in Men's Wear,
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COOKING RANGES IN ALL SIZES
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G. P. LAMMERT.

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AND SURVEYOR.

Public Auctions.

INTIMATIONS.

HUMPHREYS ESTATE AND
FINANCE CO. LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, the 15th February, 1920, at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st Dec., 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th February to the 21st February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, February 3, 1920.

WISEMAN, LTD.

TEA DANCE

TO-DAY

(THURSDAY), 5th Feb.
Dance Tickets 50 cts. each.

D. M. GOODALL,
Manager.

HONGKONG BOXING
ASSOCIATION.

PRESIDENT:—His Excellency Sir R. E. Stubbs K.C.M.G., Governor.
CHAIRMAN:—His Honour Sir William Rees Davies, R.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters Parade Ground (adjoining Lower Peak Tram Station). Specially constructed Matched, capable of holding 2,000.

SATURDAY, FEBRUARY 14th, 1920,
at 9.15 P.M.

- 1-20 Round Contest for the WELTERWEIGHT CHAMPIONSHIP OF THE COLONY, and the HONGKONG POLICE RESERVE BELT.
Between Sergt. "Sky" Kerrison, R.N.Y.P. (Holder),
And Spoker Eddie Walters, H.M.S. "Hawkins" (Challenger).
- 2-15 Round Contest for the MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY, and the "HONGKONG DAILY PRESS" BELT.
Between Pte. J. H. Mason, R.M.L.I., H.M.S. "Hawkins"
And C.E.R.A. Lee, H.M.S. "Ambrose".
- 3-5 Round Contest for the AMATEUR LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY.
Between Young Maher, ex-Driver, R.G.A. (Holder),
And Sergt. Ward R.N.Y.P. (Challenger).
- 4-5 Round MIDDLEWEIGHT CONTEST.
Between E.R.L. Sergeant, H.M.S. "Ambrose",
And Seaman Willoughby, H.M.S. "Hawkins".
- 5-6 Round LIGHTWEIGHT CONTEST.
Between Ships Cook North, H.M.S. "Carlisle",
And Corporal Cook, R.M.L.I., H.M.S. "Hawkins".
- 6-5 Round FEATHERWEIGHT CONTEST.
Between Seaman Webb, H.M.S. "Ambrose",
And Seaman Deconburg, H.M.S. "Hawkins".

Prizes:—Reserved, \$5. (Ringside raised seats) and \$3. (Ringside ground level seats).

Unreserved, \$1.

DOORS OPEN at 8.30 P.M.

BOOKING at MOUTRIE'S as follows:—
WEDNESDAY, FEBRUARY 11th.
Members (and their guests) of the Hongkong Boxing Association only.

THURSDAY to SATURDAY, Feb. 12th to 14th, General Booking.

CASH BOOKING ONLY.

REFEREES:—Messrs. E. J. Gedge, (Official Referee) W. Loxan, A. Murdoch and Major Rapson D.S.O. & G. M. TINSON, Hon. Secretary, J. C. WILDIN, Manager.

"WALLA WALLA" MOTOR boats are built for your service.

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INTIMATIONS

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from AUSTRALIA a large shipment of LACTOGEN, UNSWEETENED CONDENSED MILK, STERILIZED NATURAL MILK, MALTED MILK and SWEETENED COCOA and MILK, sold at very reasonable prices owing to the present high rate of Exchange, especially for Retailers.



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Fine Collection of

12500

POSTAGE STAMPS

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Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.,
52 DORSET STREET,
Opposite a Hongkong Hotel.
Telephone No. 491.
Hongkong, March 30, 1914.

THE NEW BRANCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Kidney, No. 2 for Blood & Skin Diseases, No. 3 for Female Weaknesses.
Solely for medicinal purposes. Price in England, 2s. 6d. per bottle. In Hongkong, 3s. 6d. per bottle. All bottles are sealed with a cork and a rubber band. The name 'THERAPION' is on the label. The name 'CHERRY & CO.' is on the label. The name 'HONGKONG' is on the label. The name 'MADE IN AUSTRIA' is on the label. The name 'THERAPION' is on the label. The name 'CHERRY & CO.' is on the label. The name 'HONGKONG' is on the label. The name 'MADE IN AUSTRIA' is on the label.

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Sole Agents:
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WILLS'

"CAPSTAN

NAVY CUT"

CIGARETTES.

Fresh Stocks of

MAGNUM SIZE

ARRIVED.

SOLD IN TINS OF 50

This Advertisement is issued by British-American Tobacco Co., (China), Ltd.

NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, Dec. 22.

A RECORD CHRISTMAS.
There is a tired note in the jubilation of the purveyors of Christmas fare, even now. For they have been overwhelmed by the demand that has fallen upon them. Probably the fact that the fathers are at home has made a big difference.

Anyway, the stores have been jammed from morning till night, for weeks, and wholesalers, manufacturers and retailers all say they have had a record.
Another feature of this season has been the very large number of foreign buyers in town. They first tried the manufacturers, and finding them pretty well sold out they had recourse to the large retailers, where they bought whatever they could of high grade supplies at very high prices. They have also ordered all that manufacturers would undertake to deliver within a few months. The fact is that the Continent is bare of goods.

Many of our manufacturers, especially of textiles, are booked up until the Spring of 1921. Weavers are short in Yorkshire, and though all the available looms are at work, the mills cannot keep pace with the demands.

In some other lines, however, such as footwear, there is a reader's disposition to accept orders. Steel manufacturers are waking up, especially since the strike in America. We are even exporting steel to New York, in addition to many textiles.

With the New Year will come a big burst of activity, and if masters and men rise together to their opportunity they will soon be doing big things. But before we can get very far, transport handling by land and sea will have to be infinitely improved. That is the first key to progress.

It is interesting to note, however, that in October the Overseas Trade Department issued an invitation to engineering and associated trades to negotiate with a leading Canadian steel corporation. Only one reply came in, but when the invitation was repeated in December, sixty firms showed eagerness for immediate business.

QUARRELSOME KENTUCKY WHISKY.

Now that Kentucky whisky has been put into circulation, sometimes as what it is and sometimes blended with Irish and Scotch whisky, the public are finding fault with their liquor. Many retailers are finding it necessary to alter their arrangements and try to get a decent "Scotch" in place of the raw American spirit that masquerades under fancy names as whisky.

The trade itself is rather perturbed about the effect on the reputation of the Scotch whisky, and many open protests are heard of the practice of

blending it. The Glasgow police are complaining that since the American liquor came here they have had far more cases of "fighting drunks." This has revived the tale of the Kentucky senator who told Congress that the bottle of whisky he had in his pocket "would turn a mule into a howling dervish and make a rabbit spit in the face of a bull dog."

As nearly every ship that leaves our docks nowadays carries exports of whisky, you may be having some of the effects in your region of the world ere long. But if you stick to the leading blends I don't think you will develop the "fighting" characteristics of the Kentucky imbiber.

It is suggested that it was this characteristic that led America to go "dry," and that it was an artful move to ship into this country all this American whisky, knowing what its effects would be, just when the Prohibitionists are running a still campaign to extend the "dry" policy to these islands.

DANCING CRAZE.

There is a perfect dancing craze just now. It was started by young Guardsmen just before the war, and officers' home on leave developed the vogue. That brought upon us the jazz cult, which is now rapidly on the wane, except in suburbia.

There is much talk of dancing scandals, but so far as I can discover there is very slight foundation for the talk. It must be borne in mind that the modern girl is very much emancipated since her war experience, and for the most part the chaperone is regarded as a freak of long ago. The modern girl will discuss sex problems or frocks with equal freedom, but as a rule she knows very well how to take care of herself.

SILVER AND COPPER SCARCITY.
There is a curious shortage of copper as well as silver change. The former is probably explained by the fact that the shops make a practice of holding as much copper as they can during the Christmas season, in case they have a sudden demand for change.

The effect, more marked in the Midlands than in London, is that it is often difficult to get what change is needed, even at a bank. Many people in this country are said to be hoarding silver, with a view to a further rise in value.

THE POPULAR PRINCE.

The Prince of Wales grows more popular with every appearance. His speech at the Guildhall the other day, on his return from his Trans-Atlantic tour, was a triumph.

The training of the Royal children has been excellent, and the example is so good that it is a pity more of the rich families do not follow it.

All who come into contact with the Prince of Wales and Prince Albert speak in the highest terms of their manly simplicity, and absence of "side." Prince Albert is, I hear, to be made a Duke very shortly. The

brothers frequently walk together in town. Nearly every afternoon finds them at the Bath Club. "Two simpler, nicer young English gentlemen could not be desired," writes one who often meets them there. "It is interesting to note that they both carry quite plain walking sticks, not at all comparable with those gold-headed, heavy ones to which more swaggering youths seem addicted."

THE POLITICAL OUTLOOK.

It is a sorry instance of the chaos of the present that though the Government by common consent are making a mess of things, especially as regards trade, their position is strong because there is no organised party to take their place. The Labour party profess to be ready for an election in February, and the betting was recently in favour of an appeal to the country about Easter, with the chances very good for the Labour men to be in such force as to be able to form a Ministry. But since then the Labour party has lessened in force, and appreciably slackened in its thirst for that knowledge of Government departments that is essential to successful administration.

THEATRES.

French dramatic visitors who have been over of late tell me that London has gone back seriously as a theatrical centre since the war began. I am afraid they are right. During the war we had a constant series of revues, appalling inanities, attracting crowds of men on leave because of their gaiety, high kicking and display of legs that served as a contrast to trench conditions.

We have been trying since then to get back into a better line, but with very spotty results. That is to say, there are several plays that are good in parts, but they don't hang together, convincingly throughout.

So there is a welcome revival of Gilbert and Sullivan operas, and when I looked in the other night the house was packed by an audience that seem just as charmed as the audiences of a generation ago. As an evidence of the "draw" of this revival it may be mentioned that all the seats up to half a guinea have been sold already, though the season has only just begun.

But despite the unconvincing plays elsewhere, the public is crazy for entertainment and such is the demand for seats that at least one manager has raised the price, and his stalls are now 12s. 6d.

HIGH PRICES.

Butter at 4s. 6d. a pound! That is likely to be our portion in the near future. The Food Controller said in the House recently that he hoped to free all agricultural products from control except wheat, probably within the first six months of the year. If the decontrol takes place in March, I am told by farmers that the price of home made butter may very likely be 4s. 6d. This is because of the high price obtainable for milk.

(Continued on Page 2.)

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
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TO MAKE A DAINTY MEAL

Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles, Paste Stars and other kinds of Soup Stuffs from us. All our Paste Products, made in a new, well-ventilated and modern style factory, are pure, wholesome and of excellent quality.
Obtainable from all our Agents everywhere.
Samples and Price List will be given free of charge on application to our Head Office.



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HEAD OFFICE: 47 & 49, Connaught Road Central, Hongkong.
Tel. No. 2350.
TRADE MARK. BRANCH OFFICE: 430 & 431, Nanking Road, Shanghai, China.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

(To be opened 1st January, 1920.)

J. H. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting.
A. European Baths and Sanitary Fixings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms on families on application to—
Telephone K. 3. Telegraphic Add.: "PALACE."
J. H. O'BERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management: Nice and quiet yet only a few minutes' walk from the Bank and Central District. 4 Bedrooms, Excellent Cuisine, scrupulously clean—Moderate Terms. Monthly and Family Rates on application to the Proprietors. Launches meet Passengers Boats.
Telegraphic Address "CARLTON."
MRS. F. E. CAMERON.

ALEXANDRA CAFE

16, Des Voeux Road Central. Next Hongkong Hotel.

Tel. 909. Tel. 900.

Try our BREAD, made from the very best Flour and guaranteed to be the purest Bread in the Colony. DON'T FORGET and order early our own made PUDDINGS and MINCE PIES.

Christening, Birthday & Wedding Cakes made to order.

Mrs. N. BABBAE, Manageress.

BLUE BIRD

ICE CREAM

PARLOUR

AND CONFECTIONERS



CHOCOLATES

Plain Sweet Vanilla Chocolate

Home-Made Assorted Chocolate

Marsala's Kestrel's and Jordan's

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American Chocolate

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50 cts. per lb.

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Sole Agent HING TING

14, D'ARAGUAN STREET

TERMS VERY MODERATE

Openings from 10 a.m.

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G. MOUTON.

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APPOINTED TO THE GOVERNMENT
General Auctioneers
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PROPRIETORS
"To-Kwa-Wan" Coal Storage.
Cebu used
Bentley's
A. B. & 4th & 5th Edmonds.
A 1 Telegraphic Code.
Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.
PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
ON

FRIDAY,
February 6, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
Several lots of Wire Netting
in lengths from 15 feet to 85 feet,
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON

SATURDAY,
February 7, 1920, at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
One upright Piano by Rachals and
Co., Good Tone, Very Good Condition.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

(FOR ACCOUNT OF THE CONCERNED),
ON

MONDAY,
February 8, 1920, at 10.30 a.m., at
The Hongkong & Kowloon Wharf and
Godown Co. Premises, Godown 17.
Eight Coils Steel Wire Rope.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

(FOR ACCOUNT OF THE CONCERNED),
ON

TUESDAY,
February 10, 1920, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
A Few Pairs of
Binoculars and Prismatic Glasses
suitable for the Racing Season.
Also
Two Bellow Valises, Suit Cases,
Kit Bags,
AND
A Few Lots of
Face and Bath Towels and
Double Bed Sheets.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON

TUESDAY,
February 10, 1920, commencing
1.50 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,
WOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
TEADS, TEAKWOOD TWIN
TEADS, CARPETS, &c., &c.,
comprising:—
Field Sofas, Arm-chairs (new),
Faid and Occasional Tables, One
Up. Suite, Bedroom Furniture,
Oak and Teakwood Twin Bedsteads,
Teakwood Wardrobes, Dressing
Tables and Chairs, Washstands,
&c., &c., Teakwood, Slide-
board Waggon, Extension Din-
ing and Chairs, &c., Dinner
Serv. Cookery, and Glass Ware,
Hooded, Outlets, &c., Bath
Room, Electro-Plated Ware,
Kidd, Tiding Lamp, Blackwood
Black Screens, a quantity of
Screens, Blackwood Fire
Screens, Tables, Chairs,
and accessories, Carpets, new
Pins, Also
Pillows and Cushions, One
Pillowed Bath.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON

TUESDAY,
February 10, 1920, commencing
1.50 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,
WOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
TEADS, TEAKWOOD TWIN
TEADS, CARPETS, &c., &c.,
comprising:—
Field Sofas, Arm-chairs (new),
Faid and Occasional Tables, One
Up. Suite, Bedroom Furniture,
Oak and Teakwood Twin Bedsteads,
Teakwood Wardrobes, Dressing
Tables and Chairs, Washstands,
&c., &c., Teakwood, Slide-
board Waggon, Extension Din-
ing and Chairs, &c., Dinner
Serv. Cookery, and Glass Ware,
Hooded, Outlets, &c., Bath
Room, Electro-Plated Ware,
Kidd, Tiding Lamp, Blackwood
Black Screens, a quantity of
Screens, Blackwood Fire
Screens, Tables, Chairs,
and accessories, Carpets, new
Pins, Also
Pillows and Cushions, One
Pillowed Bath.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON

TUESDAY,
February 10, 1920, commencing
1.50 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,
WOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
TEADS, TEAKWOOD TWIN
TEADS, CARPETS, &c., &c.,
comprising:—
Field Sofas, Arm-chairs (new),
Faid and Occasional Tables, One
Up. Suite, Bedroom Furniture,
Oak and Teakwood Twin Bedsteads,
Teakwood Wardrobes, Dressing
Tables and Chairs, Washstands,
&c., &c., Teakwood, Slide-
board Waggon, Extension Din-
ing and Chairs, &c., Dinner
Serv. Cookery, and Glass Ware,
Hooded, Outlets, &c., Bath
Room, Electro-Plated Ware,
Kidd, Tiding Lamp, Blackwood
Black Screens, a quantity of
Screens, Blackwood Fire
Screens, Tables, Chairs,
and accessories, Carpets, new
Pins, Also
Pillows and Cushions, One
Pillowed Bath.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON

TUESDAY,
February 10, 1920, commencing
1.50 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,
WOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
TEADS, TEAKWOOD TWIN
TEADS, CARPETS, &c., &c.,
comprising:—
Field Sofas, Arm-chairs (new),
Faid and Occasional Tables, One
Up. Suite, Bedroom Furniture,
Oak and Teakwood Twin Bedsteads,
Teakwood Wardrobes, Dressing
Tables and Chairs, Washstands,
&c., &c., Teakwood, Slide-
board Waggon, Extension Din-
ing and Chairs, &c., Dinner
Serv. Cookery, and Glass Ware,
Hooded, Outlets, &c., Bath
Room, Electro-Plated Ware,
Kidd, Tiding Lamp, Blackwood
Black Screens, a quantity of
Screens, Blackwood Fire
Screens, Tables, Chairs,
and accessories, Carpets, new
Pins, Also
Pillows and Cushions, One
Pillowed Bath.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

RACE PONIES.

UNDER telegraphic instructions re-
ceived from the Executors of the
late B. D. KAPTEYN,
the undersigned will offer for sale by
PUBLIC AUCTION

at the Grand Stand within the Jockey
Club enclosure by kind permission of the
Stewards of the Hongkong Jockey Club
on

FRIDAY,
the 6th February, at 8 o'clock a.m.,
the undermentioned pony with his
engagements, as entered for the
forthcoming Race Meeting
RUNAWAY LIGHT, Dan, 13.0 bands
(winner of races).
Also
Sundry Blankets, Bridles, &c., &c.
For further particulars, apply to the
Auctioneers
Messrs. HUGHES & HOUGH,
Hongkong, February 4, 1920.

THE Undersigned have received
instructions to sell by Public
Auction
(FOR ACCOUNT OF THE CONCERNED),
ON

THURSDAY,
February 19, 1920, at 10.30 a.m., at
No. 10 Knutsford Terrace, Top Flat,
THE

Valuable Household Furniture,
therein contained,
comprising:—
Fumed Teakwood Hallstand and
Dining Room Furniture, Morocco
Leather-covered Chesterfield Sofa
and Armchairs, Pictures, Ornaments,
and Sundry Blackwood Furniture,
large and small Teakwood Bed-
steads, Wardrobes, Dressing Tables,
&c., Bed and Table Linen, Cutlery
and Plated Ware including large
Dinner Service complete, New
Aluminium Cooking Utensils, Bath
Room Utensils,
&c., &c., &c.
Also
Pat Plants, Electric Fittings,
Singer's Sewing Machine, and one
Large Hall Clock.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 4, 1920.

**FARES FOR PUBLIC
VEHICLES.**

CHAIRS.

I.—In Victoria, with two Bearers.
Quarter hour..... 10 cents
Half hour..... 20
One hour..... 35
Two hours..... 70
Three hours..... 1.00
Six hours..... 1.50
Day (8 a.m. to 8 p.m.)..... 2.00
If the trip is extended beyond Victoria,
half fare extra.
Between the hours of 8.30 p.m. and 8
a.m. the above fares shall be increased
by 50 per centum.

II.—Beyond Victoria, with four Bearers.
Hour..... 0.60 cents
Three hours..... 1.50
Six hours..... 2.00
Day (8 a.m. to 8 p.m.)..... 2.00

III.—In the Hill District.
With 2 Bearers With 4 Bearers.
Quarter hour..... 0.15 0.30
Half hour..... 0.30 0.60
One hour..... 0.60 0.90
Two hours..... 1.00 1.50
Three hours..... 1.50 2.00
Six hours..... 2.00 3.00
Day (8 a.m. to 8 p.m.)..... 2.00 3.00

**IV.—In the Island of Hongkong, engaged
in Victoria.**
Ten minutes..... 5 cents
Half hour..... 15
One hour..... 20
Every subsequent hour..... 20

**Note:—If the ricksha be engaged
within the City of Victoria, and be dis-
charged outside the Western part of the
City of Victoria after 8 p.m., or be dis-
charged to the East of Bay View Police
Station on the Eastern side of the City
of Victoria after 8 p.m., an extra half
fare shall be chargeable.**

II.—In Kowloon.
Quarter hour..... 5 cents
Half hour..... 15
One hour..... 20
Every subsequent hour..... 20

III.—To the Road.
Twenty cents shall be added
for each extra hour or part
of an hour if the hirer causes
the journey to take longer
than:—
To 4th mile—
single..... 75 cents..... 1 hour.
return..... 1.00..... 2 hours.
Beyond 4th to 8th mile—
single..... 1.10..... 2 hours.
return..... 1.50..... 3 hours.
Beyond 8th to 12th mile—
single..... 1.25..... 3 hours.
return..... 1.75..... 4 hours.
Beyond 12th to 16th mile—
single..... 1.50..... 4 hours.
return..... 2.00..... 5 hours.
Beyond 16th to 20th mile—
single..... 1.75..... 5 hours.
return..... 2.25..... 6 hours.
Beyond 20th to 24th mile—
single..... 2.00..... 6 hours.
return..... 2.50..... 7 hours.
Beyond 24th to 28th mile—
single..... 2.25..... 7 hours.
return..... 2.75..... 8 hours.
Beyond 28th to 32nd mile—
single..... 2.50..... 8 hours.
return..... 3.00..... 9 hours.
Beyond 32nd to 36th mile—
single..... 2.75..... 9 hours.
return..... 3.25..... 10 hours.
Beyond 36th to 40th mile—
single..... 3.00..... 10 hours.
return..... 3.50..... 11 hours.
Beyond 40th to 44th mile—
single..... 3.25..... 11 hours.
return..... 3.75..... 12 hours.
Beyond 44th to 48th mile—
single..... 3.50..... 12 hours.
return..... 4.00..... 13 hours.
Beyond 48th to 52nd mile—
single..... 3.75..... 13 hours.
return..... 4.25..... 14 hours.
Beyond 52nd to 56th mile—
single..... 4.00..... 14 hours.
return..... 4.50..... 15 hours.
Beyond 56th to 60th mile—
single..... 4.25..... 15 hours.
return..... 4.75..... 16 hours.
Beyond 60th to 64th mile—
single..... 4.50..... 16 hours.
return..... 5.00..... 17 hours.
Beyond 64th to 68th mile—
single..... 4.75..... 17 hours.
return..... 5.25..... 18 hours.
Beyond 68th to 72nd mile—
single..... 5.00..... 18 hours.
return..... 5.50..... 19 hours.
Beyond 72nd to 76th mile—
single..... 5.25..... 19 hours.
return..... 5.75..... 20 hours.
Beyond 76th to 80th mile—
single..... 5.50..... 20 hours.
return..... 6.00..... 21 hours.
Beyond 80th to 84th mile—
single..... 5.75..... 21 hours.
return..... 6.25..... 22 hours.
Beyond 84th to 88th mile—
single..... 6.00..... 22 hours.
return..... 6.50..... 23 hours.
Beyond 88th to 92nd mile—
single..... 6.25..... 23 hours.
return..... 6.75..... 24 hours.
Beyond 92nd to 96th mile—
single..... 6.50..... 24 hours.
return..... 7.00..... 25 hours.
Beyond 96th to 100th mile—
single..... 6.75..... 25 hours.
return..... 7.25..... 26 hours.
Beyond 100th to 104th mile—
single..... 7.00..... 26 hours.
return..... 7.50..... 27 hours.
Beyond 104th to 108th mile—
single..... 7.25..... 27 hours.
return..... 7.75..... 28 hours.
Beyond 108th to 112th mile—
single..... 7.50..... 28 hours.
return..... 8.00..... 29 hours.
Beyond 112th to 116th mile—
single..... 7.75..... 29 hours.
return..... 8.25..... 30 hours.
Beyond 116th to 120th mile—
single..... 8.00..... 30 hours.
return..... 8.50..... 31 hours.
Beyond 120th to 124th mile—
single..... 8.25..... 31 hours.
return..... 8.75..... 32 hours.
Beyond 124th to 128th mile—
single..... 8.50..... 32 hours.
return..... 9.00..... 33 hours.
Beyond 128th to 132nd mile—
single..... 8.75..... 33 hours.
return..... 9.25..... 34 hours.
Beyond 132nd to 136th mile—
single..... 9.00..... 34 hours.
return..... 9.50..... 35 hours.
Beyond 136th to 140th mile—
single..... 9.25..... 35 hours.
return..... 9.75..... 36 hours.
Beyond 140th to 144th mile—
single..... 9.50..... 36 hours.
return..... 10.00..... 37 hours.
Beyond 144th to 148th mile—
single..... 9.75..... 37 hours.
return..... 10.25..... 38 hours.
Beyond 148th to 152nd mile—
single..... 10.00..... 38 hours.
return..... 10.50..... 39 hours.
Beyond 152nd to 156th mile—
single..... 10.25..... 39 hours.
return..... 10.75..... 40 hours.
Beyond 156th to 160th mile—
single..... 10.50..... 40 hours.
return..... 11.00..... 41 hours.
Beyond 160th to 164th mile—
single..... 10.75..... 41 hours.
return..... 11.25..... 42 hours.
Beyond 164th to 168th mile—
single..... 11.00..... 42 hours.
return..... 11.50..... 43 hours.
Beyond 168th to 172nd mile—
single..... 11.25..... 43 hours.
return..... 11.75..... 44 hours.
Beyond 172nd to 176th mile—
single..... 11.50..... 44 hours.
return..... 12.00..... 45 hours.
Beyond 176th to 180th mile—
single..... 11.75..... 45 hours.
return..... 12.25..... 46 hours.
Beyond 180th to 184th mile—
single..... 12.00..... 46 hours.
return..... 12.50..... 47 hours.
Beyond 184th to 188th mile—
single..... 12.25..... 47 hours.
return..... 12.75..... 48 hours.
Beyond 188th to 192nd mile—
single..... 12.50..... 48 hours.
return..... 13.00..... 49 hours.
Beyond 192nd to 196th mile—
single..... 12.75..... 49 hours.
return..... 13.25..... 50 hours.
Beyond 196th to 200th mile—
single..... 13.00..... 50 hours.
return..... 13.50..... 51 hours.
Beyond 200th to 204th mile—
single..... 13.25..... 51 hours.
return..... 13.75..... 52 hours.
Beyond 204th to 208th mile—
single..... 13.50..... 52 hours.
return..... 14.00..... 53 hours.
Beyond 208th to 212th mile—
single..... 13.75..... 53 hours.
return..... 14.25..... 54 hours.
Beyond 212th to 216th mile—
single..... 14.00..... 54 hours.
return..... 14.50..... 55 hours.
Beyond 216th to 220th mile—
single..... 14.25..... 55 hours.
return..... 14.75..... 56 hours.
Beyond 220th to 224th mile—
single..... 14.50..... 56 hours.
return..... 15.00..... 57 hours.
Beyond 224th to 228th mile—
single..... 14.75..... 57 hours.
return..... 15.25..... 58 hours.
Beyond 228th to 232nd mile—
single..... 15.00..... 58 hours.
return..... 15.50..... 59 hours.
Beyond 232nd to 236th mile—
single..... 15.25..... 59 hours.
return..... 15.75..... 60 hours.
Beyond 236th to 240th mile—
single..... 15.50..... 60 hours.
return..... 16.00..... 61 hours.
Beyond 240th to 244th mile—
single..... 15.75..... 61 hours.
return..... 16.25..... 62 hours.
Beyond 244th to 248th mile—
single..... 16.00..... 62 hours.
return..... 16.50..... 63 hours.
Beyond 248th to 252nd mile—
single..... 16.25..... 63 hours.
return..... 16.75..... 64 hours.
Beyond 252nd to 256th mile—
single..... 16.50..... 64 hours.
return..... 17.00..... 65 hours.
Beyond 256th to 260th mile—
single..... 16.75..... 65 hours.
return..... 17.25..... 66 hours.
Beyond 260th to 264th mile—
single..... 17.00..... 66 hours.
return..... 17.50..... 67 hours.
Beyond 264th to 268th mile—
single..... 17.25..... 67 hours.
return..... 17.75..... 68 hours.
Beyond 268th to 272nd mile—
single..... 17.50..... 68 hours.
return..... 18.00..... 69 hours.
Beyond 272nd to 276th mile—
single..... 17.75..... 69 hours.
return..... 18.25..... 70 hours.
Beyond 276th to 280th mile—
single..... 18.00..... 70 hours.
return..... 18.50..... 71 hours.
Beyond 280th to 284th mile—
single..... 18.25..... 71 hours.
return..... 18.75..... 72 hours.
Beyond 284th to 288th mile—
single..... 18.50..... 72 hours.
return..... 19.00..... 73 hours.
Beyond 288th to 292nd mile—
single..... 18.75..... 73 hours.
return..... 19.25..... 74 hours.
Beyond 292nd to 296th mile—
single..... 19.00..... 74 hours.
return..... 19.50..... 75 hours.
Beyond 296th to 300th mile—
single..... 19.25..... 75 hours.
return..... 19.75..... 76 hours.
Beyond 300th to 304th mile—
single..... 19.50..... 76 hours.
return..... 20.00..... 77 hours.
Beyond 304th to 308th mile—
single..... 19.75..... 77 hours.
return..... 20.25..... 78 hours.
Beyond 308th to 312th mile—
single..... 20.00..... 78 hours.
return..... 20.50..... 79 hours.
Beyond 312th to 316th mile—
single..... 20.25..... 79 hours.
return..... 20.75..... 80 hours.
Beyond 316th to 320th mile—
single..... 20.50..... 80 hours.
return..... 21.00..... 81 hours.
Beyond 320th to 324th mile—
single..... 20.75..... 81 hours.
return..... 21.25..... 82 hours.
Beyond 324th to 328th mile—
single..... 21.00..... 82 hours.
return..... 21.50..... 83 hours.
Beyond 328th to 332nd mile—
single..... 21.25..... 83 hours.
return..... 21.75..... 84 hours.
Beyond 332nd to 336th mile—
single..... 21.50..... 84 hours.
return..... 22.00..... 85 hours.
Beyond 336th to 340th mile—
single..... 21.75..... 85 hours.
return..... 22.25..... 86 hours.
Beyond 340th to 344th mile—
single..... 22.00..... 86 hours.
return..... 22.50..... 87 hours.
Beyond 344th to 348th mile—
single..... 22.25..... 87 hours.
return..... 22.75..... 88 hours.
Beyond 348th to 352nd mile—
single..... 22.50..... 88 hours.
return..... 23.00..... 89 hours.
Beyond 352nd to 356th mile—
single..... 22.75..... 89 hours.
return..... 23.25..... 90 hours.
Beyond 356th to 360th mile—
single..... 23.00..... 90 hours.
return..... 23.50..... 91 hours.
Beyond 360th to 364th mile—
single..... 23.25..... 91 hours.
return..... 23.75..... 92 hours.
Beyond 364th to 368th mile—
single..... 23.50..... 92 hours.
return..... 24.00..... 93 hours.
Beyond 368th to 372nd mile—
single..... 23.75..... 93 hours.
return..... 24.25..... 94 hours.
Beyond 372nd to 376th mile—
single..... 24.00..... 94 hours.
return..... 24.50..... 95 hours.
Beyond 376th to 380th mile—
single..... 24.25..... 95 hours.
return..... 24.75..... 96 hours.
Beyond 380th to 384th mile—
single..... 24.50..... 96 hours.
return..... 25.00..... 97 hours.
Beyond 384th to 388th mile—
single..... 24.75..... 97 hours.
return..... 25.25..... 98 hours.
Beyond 388th to 392nd mile—
single..... 25.00..... 98 hours.
return..... 25.50..... 99 hours.
Beyond 392nd to 396th mile—
single..... 25.25..... 99 hours.
return..... 25.75..... 100 hours.
Beyond 396th to 400th mile—
single..... 25.50..... 100 hours.
return..... 26.00..... 101 hours.
Beyond 400th to 404th mile—
single..... 25.75..... 101 hours.
return..... 26.25..... 102 hours.
Beyond 404th to 408th mile—
single..... 26.00..... 102 hours.
return..... 26.50..... 103 hours.
Beyond 408th to 412th mile—
single..... 26.25..... 103 hours.
return..... 26.75..... 104 hours.
Beyond 412th to 416th mile—
single..... 26.50..... 104 hours.
return..... 27.00..... 105 hours.
Beyond 416th to 420th mile—
single..... 26.75..... 105 hours.
return..... 27.25..... 106 hours.
Beyond 420th to 424th mile—
single..... 27.00..... 106 hours.
return..... 27.50..... 107 hours.
Beyond 424th to 428th mile—
single..... 27.25..... 107 hours.
return..... 27.75..... 108 hours.
Beyond 428th to 432nd mile—
single..... 27.50..... 108 hours.
return..... 28.00..... 109 hours.
Beyond 432nd to 436th mile—
single..... 27.75..... 109 hours.
return..... 28.25..... 110 hours.
Beyond 436th to 440th mile—
single..... 28.00..... 110 hours.
return..... 28.50..... 111 hours.
Beyond 440th to 444th mile—
single..... 28.25..... 111 hours.
return..... 28.75..... 112 hours.
Beyond 444th to 448th mile—
single..... 28.50..... 112 hours.
return..... 29.00..... 113 hours.
Beyond 448th to 452nd mile—
single..... 28.75..... 113 hours.
return..... 29.25..... 114 hours.
Beyond 452nd to 456th mile—
single..... 29.00..... 114 hours.
return..... 29.50..... 115 hours.
Beyond 456th to 460th mile—
single..... 29.25..... 115 hours.
return..... 29.75..... 116 hours.
Beyond 460th to 464th mile—
single..... 29.50..... 116 hours.
return..... 30.00..... 117 hours.
Beyond 464th to 468th mile—
single..... 29.75..... 117 hours.
return..... 30.25..... 118 hours.
Beyond 468th to 472nd mile—
single..... 30.00..... 118 hours.
return..... 30.50..... 119 hours.
Beyond 472nd to 476th mile—
single..... 30.25..... 119 hours.
return..... 30.75..... 120 hours.
Beyond 476th to 480th mile—
single..... 30.50..... 120 hours.
return..... 31.00..... 121 hours.
Beyond 480th to 484th mile—
single..... 30.75..... 121 hours.
return..... 31.25..... 122 hours.
Beyond 484th to 488th mile—
single..... 31.00..... 122 hours.
return..... 31.50..... 123 hours.
Beyond 488th to 492nd mile—
single..... 31.25..... 123 hours.
return..... 31.75..... 124 hours.
Beyond 492nd to 496th mile—
single..... 31.50..... 124 hours.
return..... 32.00..... 125 hours.
Beyond 496th to 500th mile—
single..... 31.75..... 125 hours.
return..... 32.25..... 126 hours.
Beyond 500th to 504th mile—
single..... 32.00..... 126 hours.
return..... 32.50..... 127 hours.
Beyond 504th to 508th mile—
single..... 32.25..... 127 hours.
return..... 32.75..... 128 hours.
Beyond 508th to 512th mile—
single..... 32.50..... 128 hours.
return..... 33.00..... 129 hours.
Beyond 512th to 516th mile—
single..... 32.75..... 129 hours.
return..... 33.25..... 130 hours.
Beyond 516th to 520th mile—
single..... 33.00..... 130 hours.
return..... 33.50..... 131 hours.
Beyond 520th to 524th mile—
single..... 33.25..... 131 hours.
return..... 33.75..... 132 hours.
Beyond 524th to 528th mile—
single..... 33.50..... 132 hours.
return..... 34.00..... 133 hours.
Beyond 528th to 532nd mile—
single..... 33.75..... 133 hours.
return..... 34.25..... 134 hours.
Beyond 532nd to 536th mile—
single..... 34.00..... 134 hours.
return..... 34.50..... 135 hours.
Beyond 536th to 540th mile—
single..... 34.25..... 135 hours.
return..... 34.75..... 136 hours.
Beyond 540th to 544th mile—
single..... 34.50..... 136 hours.
return..... 35.00..... 137 hours.
Beyond 544th to 548th mile—
single..... 34.75..... 137 hours.
return..... 35.25..... 138 hours.
Beyond 548th to 552nd mile—
single..... 35.00..... 138 hours.
return..... 35.50..... 139 hours.
Beyond 552nd to 556th mile—
single..... 35.25..... 139 hours.
return..... 35.75..... 140 hours.
Beyond 556th to 560th mile—
single..... 35.50..... 140 hours.
return..... 36.00..... 141 hours.
Beyond 560th to 564th mile—
single..... 35.75..... 141 hours.
return..... 36.25..... 142 hours.
Beyond 564th to 568th mile—
single..... 36.00..... 142 hours.
return..... 36.50..... 143 hours.
Beyond 568th to 572nd mile—
single..... 36.25..... 143 hours.
return..... 36.75..... 144 hours.
Beyond 572nd to 576th mile—
single..... 36.50..... 144 hours.
return..... 37.00..... 145 hours.
Beyond 576th to 580th mile—
single..... 36.75..... 145 hours.
return..... 37.25..... 146 hours.
Beyond 580th to 584th mile—
single..... 37.00..... 146 hours.
return..... 37.50..... 147 hours.
Beyond 584th to 588th mile—
single..... 37.25..... 147 hours.
return..... 37.75..... 148 hours.
Beyond 588th to 592nd mile—
single..... 37.50..... 148 hours.
return..... 38.00..... 149 hours.
Beyond 592nd to 596th mile—
single..... 37.75..... 149 hours.
return..... 38.25..... 150 hours.
Beyond 596th to 600th mile—
single..... 38.00..... 150 hours.
return..... 38.50..... 151 hours.
Beyond 600th to 604th mile—
single..... 38.25..... 151 hours.
return..... 38.75..... 152 hours.
Beyond 604th to 608th mile—
single..... 38.50..... 152 hours.
return..... 39.00..... 153 hours.
Beyond 6

NEW SHIPMENT OF LOWNEY'S CELEBRATED AMERICAN CHOCOLATES

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A. S. WATSON & CO., LTD.,
The Hongkong Dispensary,
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TELEPHONE 346

JUST RECEIVED
SMART RAINCOATS
FOR LADIES
AND
OILSKIN COATS
WITH
SOU' WESTERS TO MATCH
FOR
BOYS and GIRLS.

DEATH.

JOSEPH.—Mrs. Sophia Joseph, wife of the late Mr. J. A. Joseph, at her residence, this morning, in Rockymount, Conduit Road. Funeral will pass the Monument at 5 p.m., to-day. Aged 73 years.

The China Mail.

NEWS, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, FEB. 5, 1920.

THE RICE BOTCH.

In spite of the long and glozed apologies of the Government, artfully withheld until the public had more or less lost interest in the subject, it is generally considered in Hongkong that the Government when dealing with the rice crisis made a botch of it. The *China Mail* has already called attention to gross carelessness that is not even mentioned in the Government report. A Government cheque for a very large amount was tendered to a firm that had already been paid; and that returned the duplicate payment with an intimation to that effect. We have now to recall our advice given to the Government at the time, as to how to deal faithfully with the profiteers, to note their lame excuses for not acting upon that advice, and to point out and emphasise the undisguisable fact that the merely hypothetical advantages they claim to have secured by disregarding the *China Mail's* advice have been dearly bought with a loss of somewhat near three million dollars. The author of the interim report thinks that "the indirect advantage to the Colony of the policy [policy] of non-interference with the ordinary rice trade cannot be reckoned in dollars." We make haste to endorse that, for we wouldn't undertake to reckon it in cents, let alone dollars. You have to watch these people playing with words as you have to watch a conjuror handling a pack of cards. Note that they take credit for a policy of non-interference with the ordinary rice trade of the Colony. The *China Mail* never asked them to touch the ordinary rice trade. We urged them to tackle the extraordinary profiteering and gambling that was going on, to the serious detriment of all the ordinary trade of our port, and they wouldn't do it. Why? Other governments could tackle profiteers. Why couldn't they? Why should they have shown such consideration for wealthy gamblers? The report doesn't tell us. It never mentions that. Both for the things it doesn't say and for the things it does, it must be regarded as a damning report. It

opens with what amounts to a damaging admission that the Government had early warning. This was not so intended. It was apparently an attempt to claim credit for prescience and foresight. Gentlemen, wouldn't that make a cat laugh? They should have seen the inevitable effects of Japanese buying and stopped it, for charity begins at home, and it is their job to look after ourselves first, last, and all the time. As for the "policy of non-interference," the report itself mentions that the Secretary of State was told that "careful watch was being kept on exports, the endeavour being to prevent the export of abnormal amounts to ordinary destinations, and to limit the exports to countries which did not normally draw on Hongkong, etc." If words have meanings, what was that prevention but interference? What was that limitation but interference? We asked the Government, we urged it, we pleaded with it for a temporary restriction of exports when the crisis became acute, and it was seen that it was the only way to thwart the bad men who were gambling with the people's staple food, starving the labouring classes, spreading disease, increasing the cost of living all round, and leading to what the *China Mail* in plain words foretold, namely, rice riots. "Policy of non-interference," which needs no justification.

Such icy impudence leaves us gasping and aghast. Nor can the local Government escape censure, as it sometimes can and does, by pleading that it was subject to orders from London. This precious report reveals the interesting fact that the matter of dealing with the rice situation was left to the discretion of the local Government. After that, let us never again complain that we are too much hampered by the London leading strings. There is evidently something to be said for government by cablegram. The "strong" argument in the report, which seems to have impressed and deluded quite a few people, is that one about Hongkong's rice trade (portage and transshipment) being so big and so important that it should not be scared away. The report itself belittles its own argument, if people would only weigh words and scrutinize them, and think. If Hongkong possesses such a pull over others, as the report says it does, "in its geographical situation and in its splendid harbour unvalued opportunities for dealing with an immense transshipment trade," how could a temporary restriction of exports, openly announced as a temporary device against a crisis, "create in the great markets of the world" a desire to seek other and inferior ports for a business that has been done here and grown here because our port happens to be the best and most suitable place? It is against all reason and commonsense. It is tantamount to saying that if the Hongkong Government were to put

an embargo on handkerchiefs, all the men in the Manchester mills would cut off their noses. If we have the best "geographical position," if we have unvalued facilities, we will always have the trade. We have no fear of that.

But now we come to the point where the botch was really made. Granting for the sake of argument that the correct policy was to let exports and gamblers alone, and to "control prices" locally, did the Government enter the rice market wisely? Did it not make a botch of it? Didn't it even forget its own policy of non-interference by commanding stocks held for export, thereby endangering contracts? Didn't its advent as a buyer make the gamblers busier and happier than ever, and shove up the already sky-high prices? Is it not a fact that the mere publication in the *China Mail* of the proposal to restrict exports fetched the prices down a bit, only to be shoved up again by the Government's actions? Grant that there was a chance of scaring away (if only for a time) some of our entrepôt trade in rice, wasn't it a certainty that by the procedure adopted we should lose more in a month or two than that trade would be worth to us in a year? The answer is in the affirmative. It was realized that the Government would have to face a considerable loss. Very well, then. Wasn't a chance that we still insist on it being a small chance a lesser evil than a certainty? Isn't it wisdom to choose the lesser of two evils?

The report plumes itself on "the valuable experience gained." Valuable is certainly *not* just. So, we think, is "botch."

EDUCATION IN HONGKONG.

Somebody said, the other day, that "Whitaker" provided interesting reading. He does! Dealing with Hongkong, Whitaker says "much encouragement is given by the Government to education in the Colony." Sailingpun School is the tangible proof of the "encouragement" to education by the Government. Pupils are turned away and a playground measuring about thirty by ten yards accommodates over 350 boys. Marshes for class rooms and other inadequate provision for schoolboys, of a nature calculated to knock the stuffing out of any enthusiastic schoolmaster, constitute the "encouragement." And yet within two minutes' walk of Sailingpun School there exists a building, situated in the centre of a vast compound, which is practically unused. We commend these facts to the editor of Whitaker. No doubt the Government will find it "interesting reading."

ADVERSARIA.

WE TAKE the proof sheets of the "leader" which assumes pride of place to-day in these columns (although all good judges declare that an ounce of "adversaria" is worth a ton of leader) we take back all we have ever said about the stupidity of leader-writers. Our usually stodgy colleague has achieved something like a straightforward talk in his article on what he calls "the rice botch." "Botch" is a good word with an expulsive value. If we may say so without seeming to boast, which would be wrong, he has caught something of our own lippid style. All the same, as we said when we refused to tackle that rice report, it only amounts to "crying over spilt milk."

What a pity "Benedictus" left Hongkong for Shanghai. We fear they will not appreciate his poems up there as much as we did. Here is the concluding stanza of one he has recently "humbly dedicated to one of the K-sisters." By yonder gallant insects on the sea, I swear to own thy honeyed lips and cheeks, Sweet earthly paradise that mortal seeks, Fair Angel of my dreams, I'll find in thee!

It must be admitted by all lovers of true poetry that when "Benedictus" gets to "gallant insects on the sea" he comes well up to scratch.

Talk of throwing stones and spreading circles! One cannot be too careful. Who would have thought that when we remarked quite incidentally and casually long ago in this column that Editor Young of Kobe was one of the best two leader-writers in the Orient, we should have brought upon him a vicious personal attack a column long in the semiliterate columns of the *Kobe Herald*, an obscure little sheet which we would expect to be used in Kobe for soap wrapping purposes? Although it could not seriously annoy the great man (for Robert Young is a great man) we feel we ought to apologise to him. We didn't mean it.

The vicious personal attack is signed S. K. H. over the final "e" that suggests he is some kind of a Dago. We are wondering whether he may not be an employee on the staff of the paper he writes in. Who is he? What is he? The office boy, or the youth who delivers the papers? We don't know, and it doesn't matter.

because the character and diction of his letter "betrays sufficient." It begins: "A recent issue of the *China Mail*, Hongkong, contained the surprising information that one of the two best leader-writers in the Orient is Editor Young of Kobe." It says one of the things the writer has always detested to do is to indulge in personalities—and then plunges into canting objection to personalities. The Bible is full of them. All straightforward writing consists of them. Eulogies are personalities. Who objects to them? However...

We propose to be as "personal" about JACKANAPES, this jackanapes, this butter, as we would be about Judas Iscariot, or Jack the Ripper, or any other popular hero, because (if he isn't a hiring dummy put up to throw stones for somebody else) his impudence in daring to pretend to have an opinion on such a subject deserves a whipping. His English is not good enough. His intellect would be more appropriately occupied in a rabbit hutch, separating good lettuce from bad. It is as plain as a pikestaff that when we praised Mr. Young as a leader-writer we were thinking of his erudition, his composition, his conspicuous style, and not of his personal preferences in politics. Yet this journalistic rodent refers throughout to his politics, only once touching on his English, and then to tell a ludicrous lie. In a long letter of almost Babu English, this Kobe lunatic has the amazing effrontery to accuse Mr. Young of "stereotyped phrases." Blockhead! He says Mr. Young "delights in emulating the spirit of contradiction." Ass! Of course he does, (though "emulating" wasn't the right word) since he happens to be a lonesome learned and wise man in the midst of a crowd of jabbering journalistic idiots. Finally, Mr. S. R. de C. Josey-nosey suggests that the *China Mail* must have been joking. We were not, and we are not joking now, when we say that the editor of the *Kobe Herald* ought to be ashamed of himself for publishing such a spiteful, stupid letter. If no men were employed on newspaper staffs in the Far East other than those who could pass some test of educational fitness, the market value of the few able ones would be remarkably enhanced. Between the *Japan Chronicle* (Mr. Young's paper) and the piling publication in which this offensive criticism appeared, the difference is as that between the sun and a tin lantern.

THE CASTLEFIELD CHARTER PARTY CASE.

APPEAL TO PRIVY COUNCIL.

In the Supreme Court, this morning, before a full Court, the Chief Justice and Justice Gompertz sitting, application was made by Toong Yue for leave to appeal to the Privy Council against the decision of the Full Court of appeal of Hongkong, delivered on January 17th last, in the case in which the Castlefield Steamship Company and the Attorney General claimed from Toong Yue, shipowner of Shanghai, damage for breach of a Charter Party.

Mr. C. G. Alabaster, on behalf of the applicant said that under the rules they were entitled to appeal, the amount involved being considerably over \$5,000.

The Hon. Mr. Sharp, for the respondent, said they did not object to the appeal but were entitled to be paid the amount of damages and costs awarded by the Full Court. He was prepared to supply suitable security and guarantee for repayment in the event of the Privy Council reversing their Lordships' decision. The Application was granted.

CONSTITUTIONAL REFORM ASSOCIATION.

GOVERNOR RECEIVES DEPUTATION.

Yesterday the Governor received a deputation of the Committee of the Constitutional Reform Association. It is understood His Excellency expressed himself sympathetically upon the question of the principle of election, instead of nomination, in the case of the non-Chinese unofficial members of the Legislative Council, also upon the question of there being a large electoral body that at present for the election of some of the unofficial members.

LOCAL AND GENERAL.

To-day's dollar is worth 5s. 8½d.

Commencing from to-day and until further notice, the train at present advertised to leave Kowloon at 12.1 p.m. on Saturdays only will be run on ordinary week days, returning from Saum Chun at 5.04 p.m.

Spend your Evenings in a "WALLA WALLA" Launch.

SPECIAL CABLE.

AIR HERO AT SHANGHAI.

[CHINA MAIL SPECIAL.]

SHANGHAI, Feb. 5. Major McBain was yesterday awarded (presented with?) his force and military crosses at Sir Everard Fraser's residence, in the air presence of a distinguished gathering. He has a distinguished record. He brought down thirteen enemy planes, and led the squadron in the final rout of the Bulgarians. He was recently elected vice-president of the Shanghai Aero Club. He has ordered a private aeroplane which is shortly arriving.

CHINESE TELEGRAMS.

(By arrangement with Wah Tsz Yat Po.)

SHANGHAI, Feb. 4. It was decided at the Cabinet Meeting that in dealing with the Shantung case moderation should be observed. Suggestions to take drastic measures will not be accepted. The students' decision to strike has been abandoned in favour of resumption of schooling. They however propose that their spare hours be taken up for the delivery of Speeches to the Public.

The Ministers of Finance and War have jointly telegraphed to all provincial authorities that the military expenditure be reduced to a minimum as the military cost for the 8th year of the Republic is already \$16,000,000 above the estimate.

Tientsin is under martial law.

It is reported that the Japanese Minister at Peking has received instructions from his home Government to oppose the Shantung case being dealt with by Mr. Lu Ching Chang, and also to suggest that the conference for the case be removed to Tokyo.

Admiral Sah Chun Ping, the naval Minister, proposes to reform the Lungkow harbour, Shantung, as a naval base.

THE HELENA MAY INSTITUTE.

LAST NIGHT'S LECTURE.

Before an audience of about a hundred people among whom were many University students, Prof. Ferguson, who arrived here in the middle of January to teach Education at the University, gave a most interesting talk on Wednesday afternoon about Lord Dunsany's plays. He introduced in a concise manner the author and his leading ideas, which are a sardonic view of life and a great love for dream. One of Lord Dunsany's favourite characters is "There is still place for mystery and wonder of things even in this world of science that is 'of truth.' In one of his most popular comedies, 'The Tents of the Arabs' we see both king and camel-driver lost in the world of dreams. But such a privilege should not be bestowed on sovereigns: 'A King's crown should be tied to a gold chain and a sceptre driven stake-wise into the ground so that a King may be chained to it.' Elsewhere, the dramatist becomes mere mocking, let us say: 'epitaph,' 'Life' he thinks, 'is a gigantic joke played by the universe upon the plans of men just when they mortal think all the cards are on the table, there is always just one they reckon without. It falls like a clap. Once more the gods have been too much for mortals.' Dr. Jordan, pro-vice chancellor of the University whose short address followed that of Prof. Ferguson, emphasized the educational value of these plays which carry you beyond mere words to things of a higher nature. Both Lord Dunsany's dramas and comedies are being produced at present with great success in London and New York. This shows that the general public is beginning to appreciate plays with a thesis 'intellectual and fancy-tales contrasting with the too popular detective—or otherwise pure—intrigue or emotional plays. The *Gods of the Mountains*, the *Golden Dome* and the *Tents of the Arab* are the most successful in Lord Dunsany's repertoire.

Dr. Jordan concluded by inviting the audience to attend the 3 performances of the first and the latter play to be given this month by the Hongkong University Students' Union, which will be a revelation of what Orientals well trained under able tuition can do in that line.

CANTON.

[China Mail Special.]

Mr. Peter Hing has gone to America to see about buying material for the Canton Street tram. Construction surveys begin at once. Meanwhile, motor-buses will run, four being expected soon. The city wall is expected to be down by the end of March, all but the northern section, for the demolition of which there is no immediate occasion.

The military government is going to issue premium bonds.

COMPANY MEETING.

KOWLOON LAND AND BUILDING CO. LTD.

The annual general meeting of the above Company was held in the Company's Offices, Victoria Buildings, to-day, Mr. T. F. Hough presiding. The others present were Messrs. G. W. Barton, J. Rodger and T. E. Pearce (Directors) W. J. Wilkinson, L. S. Greenhill and R. Tatam (shareholders) and Mr. S. Northcote (Secretary).

The Chairman said:—Gentlemen, The report and accounts having been in your possession for some days may be taken as read.

The net profit for the year \$18,922.46 shows a slight improvement over the previous year mainly due to a decrease in the repairs bill. Rent account itself being only about \$1,600 better.

This improvement enables us to pay a dividend of \$3.00 per share, a figure which has not been reached since the year 1914.

You will recollect that at our general meeting last year the Chairman stated that the suggestion had been made that by a re-development of our property the company would reap greater benefit. Your Directors have gone into this matter, but in view of the existing scarcity of houses in Kowloon they have come to the conclusion that the times are inopportune for the pulling down and rebuilding of our existing houses and they have therefore decided to postpone for the present any action in this direction.

There is, however, no question that something of this nature must eventually be taken in hand. Meantime the property is being thoroughly renovated at considerable cost.

You have no doubt read a great deal in the public press on the subject of rent raising in Kowloon and our property amongst others has been referred to. We are not concerned with the action of other companies or individuals, but it may perhaps be well that I should say a few words on the subject so far as it concerns ourselves. As far back as 1914 the monthly rent prevailing for each of our houses in Knutsford Terrace was \$110.00. In 1915 when about 50% of our tenants from various causes left the colony and the supply of houses exceeded the demand, our rents were somewhat reduced so as to keep the premises occupied, but the demand now having exceeded the supply our rents have automatically risen until they are again upon a par with basis and they are not in our opinion excessive.

The report and statement of accounts were adopted on the proposition of the Chairman, seconded by Mr. G. W. Barton.

Mr. G. W. Barton was confirmed on the Directorate, on the proposition of Mr. Greenhill, seconded by Mr. Tatam.

Messrs. T. F. Hough and T. E. Pearce were re-elected Directors, on the proposition of Mr. Rodger, seconded by Mr. Northcote.

Mr. H. Percy Smith was re-elected auditor with a remuneration of \$50, on the proposition of the Chairman, seconded by Mr. Pearce.

The Chairman announced that dividend warrants were ready, and could be obtained on application to the office.

There being no further business, the meeting terminated.

SIBERIAN REFUGEES.

Many thanks are given for the following donations of clothes and boots:—Mrs. Rosser, Kowloon; Mrs. Carpenter, 42, Peak; Mrs. Grimshaw and ladies of Quarry Bay, nine pairs of socks; Mrs. Quares, Stewart Terrace, Peak; Mrs. Chatham, Inverdrue, Peak; Mrs. N. J. Stubb, Peak; Mrs. M. Wheeler, a trunk and clothes; Mrs. Ross Thomson, Taikoo, Peak, clothes (2nd donation); Mrs. Kring, 8, Regent Mansions, per Mrs. L. Dunbar, boots and clothes; Miss Judah, The Den, Castle Road, socks and clothes (3rd donation); Mrs. Pennefather, 6, Observatory Villas, Kowloon; clothes (3rd donation); Anonymous, clothes.

There has been received from—Mrs. E. G. Hiller \$10.00 Anonymous 5.00 Students of St. Stephen's College per Rev. W. H. Hewitt 28.00 Girls of Bellis Girls' School (2nd donation), per Miss E. G. Clarke 18.50 Total \$61.50

For all the above the collectors give most grateful thanks. The \$61.50 will be spent on warm underclothing for children.

Attention is called to the pictures on sale at the Helena May Institute in aid of the Refugee Fund—copies of the "White Horse Knight Sampler"—that was recently to be seen in the lift of Messrs. Lane, Crawford & Co. These may be bought framed for \$3.00 and unframed for \$1.00.

Parcels, with name and address of sender, and marked "Siberian Refugees," may be sent to Mrs. N. J. Stubb, St. John's Place, Garden Road; Mrs. Moorhead, 159, Peak; Mrs. W. Dunbar, 7, Queen's Gardens, and to the Helena May Institute.

THE ENERGY OF THE ATOM.

Is there any concealed store of energy recently discovered and not yet utilised? There is indeed. There are two—one certain, the other rather hypothetical: the energy of the Atom and the energy of the Ether. I propose to say nothing about etheric energy. If it exists, as I think it does, it is enormous, exceeding the bounds of imagination; but at present it is utterly beyond our reach. Atomic energy is rather inaccessible too, but not hopelessly so. It is far less in amount than etheric energy, but it is immense compared with any form of chemical or molecular energy, such as that derived from combustion or explosives.

By atomic energy I mean the constitutional energy of an atom—the energy which makes it what it is. If this energy is given up in any considerable degree the substance ceases to be what it was, and becomes a substance lower down in the scale. Utilisation of atomic energy would involve the degradation of matter. The term is purely technical—it has been already applied to energy without moral stigma. All it means is that heavy atoms may become lighter atoms, and in so doing must give off a definite proportion of their great store of energy.

This spontaneously happens in the phenomenon known as radio-activity. If it had not spontaneously happened, we should have known nothing about the energy concealed in an atom. The explosive or radio-active atom has given the secret away. All atoms possess energy, but some cannot hold it all. These are the radio-active elements, and they periodically fire off projectiles with more than volcanic violence. A radium atom firing off a particle, which turns out to be a positively charged atom of helium, is like a two-ton gun firing a hundred-pound shot. That is about the actual proportion between the projectile and the rest of the atom, which naturally recoils each time it fires. The recoil has been observed. Before it has exhausted its ammunition it fires off five such projectiles, and then settles down into a quieter existence as lead—or, if not exactly lead-something chemically indistinguishable from lead. A uranium atom had already fired off four projectiles in order to become radium. Radium is a temporary half-way house between uranium and lead: it is active, but not so fiercely active as some of the intermediate substances which last so short a time that they barely have names. They destroy themselves by their own activity, and consequently are very scarce—like a population with a high death-rate. Radium is of moderate activity: its lifetime is of the order of a thousand years, whereas the lifetime of some of the intermediate substances may be measured in weeks or even minutes. Yet they are real elements, with a place in the series, and they have definite spectra and chemical properties.

Do not suppose that the well-known radium is an exceptional substance. It would seem that all substances of very high atomic weight are liable to behave in this way—it is only a question of degree. And it is not by any means their whole energy that they thus exhibit, it is the energy they expend and get rid of—their was energy—which we perceive. As when we speak of their explosion, it is to be noted that the explosion is not a shattering or bursting of gun, it is merely the firing of a shot except that in the atomic case shot was part of the gun. Energy retained is far more than energy expended. And when its five transformations have ceased left it in a stable state, like lead, gold, or silver or copper, or in any common element, we are surprised that because it is quiet therefore it has no store of energy. Appearances are deceiving. Anyone looking at cordite think it harmless enough, and it is still a suitable stimulus to a It does not, or at least it wanted to, go off spontaneously. Gunpowder and any other exhibits no trace of its secret inspection; nor do the atomic matter show that fearfully energetic, but the thing—Sir Oliver Lodge in his

CRICKET.

C.S.C.C. "A" v. REGT. "A."

The following will play at the Civil Service Club on Saturday 2 p.m. on Saturday 6 p.m. A. S. Anderson, F. Bacon, G. Duncan, E. C. Fincher, H. Haskett, W. Hill and H. W. Sandford.

LEAGUES.

K.C.C. v. H.K.G.

K.C.C. v. H.K.G. at 2.15 p.m. on Saturday 7th.

The following have been selected—J. M. Goodall, Stalker, J. V. Bragg, B. D. Evans, K. G. Ramsay, H. G. Sousa, E. Pestonji and C.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held to-day at noon. Those present were:—

His Excellency the Governor (Sir Reginald Edward Stubbs, K.C.M.G.)
The General Officer Commanding the Troops, (Major-General Francis Ventris, C.B.)

The Hon. Colonial Secretary (Mr. Claud Severn, C.M.G.)

The Hon. Attorney-General (Mr. J. H. Kemp, C.B.E.)

The Hon. Colonial Treasurer (Mr. R. O. Hutchison)

The Hon. Director of Public Works (Mr. W. Chatham, C.M.G.)

The Hon. Secretary for Chinese Affairs (Mr. E. R. Hallifax, C.B.E.)

The Hon. Captain Superintendent of Police (Mr. E. D. C. Wolfe)

The Hon. Mr. H. E. Pollock, K.C.

The Hon. Mr. J. Johnstone

The Hon. Mr. Lau Chu Pak

The Hon. Mr. S. H. Dodwell

The Hon. Mr. Ho Fook

Mr. A. G. M. Fletcher, O.B.E. (Clerk to Council)

RENT PROFITEERING.

Hon. Mr. Pollock gave notice that at the next meeting he would ask:—
In view of the serious economic position which is being created by the continued raising of rents in the Southern portion of the Kowloon Peninsula, will the Government state what steps it is taking with a view to controlling or regulating such raising of rents?

His Excellency said he would with permission, like to make a statement on this matter. His attention had been called to a case which appeared to be a bad case of profiteering; but he could express no definitive opinion for the moment as he had not heard the landlord's side. He was taking steps to hear what he had to say. At the last meeting he mentioned certain reasons which he believed to be sound economic reasons against interference with rents between landlord and tenant if possible. If anything he said gave the impression that the government would still and sold its hands while the existing shortage of accommodation was exploited for private gain, it was high time that impression should be removed. He was reluctant to take action but if it were necessary he would invite the Council to agree to the appointment of a Fair Rents Tribunal before which a landlord would be required to prove his case before leasing rents.

HON. MR. POLLOCK'S QUESTIONS.

Is it a fact that the Indians on the Jail staff are recruited locally? Is it a fact that the Indians in the Police are recruited in India? If so, what is the explanation? Will the Government both Services on the same footing as regards the field for recruiting?

ANSWER.

1. The practice of recruiting Indian police in India has been instituted very recently; and, perhaps owing to circumstances connected with the war, the standard of recruits cannot be said to be a material improvement on that obtained by the former system of local recruiting. In these circumstances it is premature to come to a definite decision but, if recruiting in India for the Police should prove successful, it will probably be practicable to extend the system to the Gaoi Staff.

QUESTION.

2. Was Government rice supplied to the prisoners in the Jail during the rice control period last year? Was this rice inferior in quality to the rice which had been previously supplied?

ANSWER.

Government rice was supplied to the Gaoi from August to November, 1919. This rice was white rice of good quality. The rice previously issued was what is known as red rice, of which no supplies were obtainable. The two kinds of rice are so different that it is impossible to say that one is inferior to the other.

QUESTION.

3. Is the food which prisoners in the Jail refused or were unable to eat added to surplus and sold by the Government? If so, how many pounds of surplus food was so sold during each month in the last six months of the year 1919?

ANSWER.

Waste in cooking and returned food are sold. No record is kept of the weight but the daily averages, with a population of 700, are approximately 80 lbs. waste in cooking and 14 lbs. returned food. During the time white rice was being supplied the amount of returned food was about 25 lbs. daily.

EXECUTION OF INSTRUMENTS

The Hon. Attorney-General moved the second reading of the Bill intituled An Ordinance to make provision with regard to the execution of instruments under seal by the agents of certain foreign corporations.

The Hon. Attorney-General said:—
The Bill proposed to exempt certain transactions from some technical rules of English law which caused inconvenience and delay. English law required that an agent executing an

instrument under seal, his authority must also be under seal. There were certain foreign corporations, for instance French and Belgian corporations, which had no common seal and they found it inconvenient to comply with that rule. That might seem insufficient reason for altering the law and it might be said that corporations which came here should comply with the law. Transactions had been delayed owing to the form of authority held by agents being insufficient and doubt had been thrown on titles by the fact of past assignments having taken place under power of attorney which did not strictly comply with the law. It was therefore proposed to provide that if the law of the foreign state required no seal to a power of attorney, it shall be sufficient for the execution of assignments of land here. The Ordinance was made retrospective in order to allay any doubt on existing titles, leaseholds which had been dealt with by assignment under an unsealed power of attorney.

The Colonial Secretary seconded and the Bill was read, later passing all stages.

HONGKONG VOLUNTEERS.

The Hon. Attorney-General moved the second reading of the Bill intituled An Ordinance to provide for the establishment of a Volunteer Force.

He explained that the Bill was founded on the Volunteer Ordinance of 1893, which in turn was based on the English act of 1863. The present Bill closely followed the Volunteer Ordinance. It was therefore unnecessary, for him to refer to any detail but he would like to draw attention to one or two main points. Enlistment would, of course, be entirely voluntary and there was no transfer by the Ordinance from the present Corps to the new one, but it was hoped that all men of suitable age would realise their duty to the community by joining the Corps. Situations might arise in which every able-bodied man who was able to handle a rifle might be necessary. Clause 12 had been altered slightly in order to emphasise one of the objects for which this force was desirable. There were two reasons—defence against foreign enemies and in order to assist the police and regular forces in case of any serious local disturbance. Another alteration was in clause 5, sub-section 3 under which a volunteer on joining was deemed to have engaged to serve for three years, and if he left the Corps before the expiration of that period he had to pay a certain sum into the funds of the Corps. The sum would not be payable if the volunteer intended to leave the Colony for a period of one year or if the service was not the Administrative Commandant might consider reasonable, and bona fide. If he was dismissed for insubordination or inefficiency he would still be liable to pay this money into the funds of the Corps. The last clause provided for the repealing of the Volunteer and Volunteer Reserve Ordinances from a day which would be notified and proclaimed by His Excellency, the object being to keep alive some organisation to look after the property of the existing Corps until the new Corps was sufficiently organised.

The Attorney-General then made reference to training in the new Corps and moved the second reading.

The Hon. Colonial Secretary seconded and the Bill was read.

The Hon. Mr. Pollock said with regard to Sub-Section three of clause five, he would like to know why particular sums were put in.

The Hon. Attorney-General said they were recommended by the Committee which considered the regulations. The former fines for inefficiency and such like had disappeared.

The Hon. Mr. Pollock: Why have these particular sums been put in. Is it because of expenses incurred if a member leaves during the period stated?

The Hon. Attorney-General said he thought it was for the purpose of discouraging men from joining and then did not like to do duty and drills and wanted to leave again. If a man did that, it was desired that he should pay a certain sum towards the funds of the Corps.

Mr. Pollock asked did the sums represent a certain expenditure by the Government?

The Hon. Mr. E. D. C. Wolfe: There is the cost of uniform.

His Excellency: A certain sum of money must be expended by the Government.

Hon. Mr. Pollock: Is it proposed to give the men a new set of uniform?

His Excellency: I think the uniform must be new because of the badges.

Hon. Mr. Pollock: The badges could surely be altered?

The Bill then passed its second and third readings.

TREATY OF PEACE ORDER.

The Hon. Attorney-General moved the second reading of the Bill intituled An Ordinance to modify certain provisions of the Treaty of Peace Order, 1919, for the purpose of adapting the provisions of the Order to the circumstances of the Colony of Hongkong.

The Hon. Attorney-General said the Treaty of Peace did not alter municipal law and when the Treaty required that municipal law should be altered, legislation was necessary.

The Treaty of Peace act of 1919 gave His Majesty power to alter municipal law by an order-in-council and to

legislate for the purpose of bringing into force certain provisions of the Treaty of Peace signed with Germany and an order-in-council had been issued, known as the Treaty of Peace Order of 1919. That order was, of course, mainly drawn up with a view to legislation in the United Kingdom and did not apply to a Crown Colony. The Bill was intended to make the necessary alteration in the Treaty of Peace Order for the purpose of adapting it to the existing circumstances in Hongkong, such as reference to Hongkong currency, instead of English currency, etc.

The Hon. Colonial Secretary seconded and the Bill was read a second and third time.

The Council then adjourned sine die.

FINANCE COMMITTEE.

The following votes recommended by H.E. the Governor came before the Finance Committee and were approved.

\$1,500 in aid of the vote Public Works, Extraordinary. Kowloon, Buildings, Latrines and Urines.

\$600 on account of Kowloon-Canton Railway, Special Expenditure, Erection of an iron shed.

\$3,352 in aid of the vote Police and Prison Departments, A.—Police, Personal Emoluments.

LOCAL STEAMER DEAL.

The China Mail is informed by Messrs. Nemaroo and Company, that they have sold to the Douglas Steamship Company the vessel "Marialta."

The purchase price being \$330,000. The "Marialta" was a quite recent acquisition by Messrs. Nemaroo who purchased the vessel from a Melbourne firm.

The Marialta was built in 1911. Her gross register is 1,548 tons and her net register 976 tons. Her deadweight, including bunkers, is 1,450 tons, and her speed about 12 knots on about 30 tons of best Japanese coal per day. The length overall is 240 feet, her breadth 40 feet and her depth 15 feet. She has accommodation for 80 first-class and 50 second-class passengers. Her original owners were the Adelaide Steamship Company.

OBITUARY.

MRS. SOPHIA JOSEPH.

We regret to record the death from influenza of Mrs. Sophia Joseph, of Richmond, Conduit Road, which took place to-day at the age of 73.

The deceased lady was the widow of the late Mr. J. A. Joseph, formerly a well known exchange broker of the Colony. Her two sons, Messrs. J. E. and P. E. Joseph, are here also in the brokering business.

2,800GS FOR A MORE PORTRAIT.

Not often does a painter dare to flout a King, but Sir Antonio More once overstepped the mark, with Philip of Spain, the husband of Mary I. The King, who was on familiar terms with the artist (who painted so many Spanish Royal portraits) was, one day, admiring one of More's works on the easel, when he slapped the painter on the back. More—taking a liberty—ventured playfully to smear the King's hands with his brush full of carmine, promptly sinking on his knees to beg for forgiveness when he saw the look on the face of Philip. More was pardoned, yet deemed it advisable to leave Spain very soon afterwards. Not often does a More portrait appear at Christie's. One of the Protector, Edward Duke of Somerset, was offered recently and realised as much as 2,800gs (Frank Sabin). It is interesting to recall that More's portrait of Anne Stanhope, Duchess of Somerset, holding a miniature of the Protector, was sold for only 8gs in the Strawberry Hill sale, 1842. In 1897 the More "La Belle Isabel" made 530gs. A remarkably fine More portrait of Sir Thomas Gresham is in the National Portrait Gallery. Other works sold recently were a Solomon Ruysdael landscape of a ford, 480gs (Tooth Bros) and a portrait of a child, by N. Dance, R.A., 390gs (T. Robinson).

LATEST SHIPPING NEWS.

ARRIVALS.

The S.S. "STER", Capt. G. L. Smith, 2,972 tons, arrived yesterday at 7 a.m. from Manila with 600 tons of coal and 100 tons cargo.

The S.S. "HILWONG", Capt. P. Hopman, 3,081 tons, arrived yesterday at 7.30 a.m. from Balikpapan with 2,000 tons of rice, 121 tons of wheat, 478 tons of fuel, 104 tons of oil, wax, 1,600 tons of cotton and 477 tons of general cargo.

The S.S. "CHA-GO-HOW", Capt. Hart, 1,000 tons, arrived yesterday at 9.30 a.m. from Swatow with 1,000 tons of general cargo.

The S.S. "W. R. STAFF", Capt. J. Williams, 1,461 tons, arrived yesterday at 4 p.m. from Swatow with 7,000 tons of fuel oil.

The S.S. "GREGORY A. GAIL", Capt. H. G. Gail, 2,068 tons, arrived yesterday at 3 p.m. from Hong Kong with 100 tons of general cargo.

WEST POINT FIRE.

NINE MORE BODIES FOUND.

Nine more bodies have been discovered, bringing the total of victims in yesterday's big fire at West Point to 43. At the time of writing the firemen were still working on the smouldering debris.

FAMOUS PARIS HOTEL.

The transformation of the Place Vendôme might well form the subject for a picturesque chapter of history. From a quiet, dignified square, flanked by Government offices and stately private houses, it has become a business centre, and this within the space of half a century. The Hotel Bristol, founded in 1865 by an Englishman, Mr. Morlock, was taken over some weeks ago by an American bank, and now the necessary alterations are rapidly going forward. In 1867 the Bristol was considered "the best situated and most elegant of the hotels of the time," and in 1871, immediately after the war, its fortunes were crowned by a visit from the future King Edward VII, who made it his favourite stopping-place in Paris. Other royal personages followed the example of the then Prince of Wales, and the Hotel Bristol can boast a number of royal autographs not to be found in many European hotels.

One of the most interesting episodes in the annals of the hotel, says the *Excelsior*, took place in 1886, when the Duke of Braganza, afterwards the ill-fated King of Portugal, met his future bride, the Princess Amélie of France. It was the Prince of Wales who arranged for this meeting. "I was asked by the Prince," said Mr. Morlock, owner of the hotel, "to arrange for an exceptionally careful lunch for four persons. When the time came, the Comte de Paris and the Princess Amélie drove up to the hotel, and the presentation to the Duke of Braganza took place in the apartments of the Prince of Wales." Portraits of King Edward as a young man, in middle age, and as King, all autographed, adorn the walls of the hotel, which has sheltered many other royal visitors, including King George V. and Queen Mary, Queen Alexandra, King George of Greece, and King Albert.

Mr. Morlock recounted that King Edward had a horror of photographers, and before he left the hotel a scout was sent out to make sure that the Place Vendôme did not contain a single camera. On his arrival in Paris King Edward usually consulted the proprietor of the hotel, as to which theatres were best worth a visit.

The conversion of the Bristol will deprive Paris of a landmark which has been familiar to British visitors to Paris for many years. Fortunately the facade will remain the same, as there is a law in existence forbidding the alteration of buildings fronting on the Place Vendôme, but the character of the square will nevertheless be totally changed.

TO-DAY'S ADVERTISEMENT.

KOWLOON-CANTON RAILWAY.

(Barrister Section).

NOTICE IS HEREBY GIVEN that commencing from this date and until further notice the train at present advertised to leave Kowloon at 12.01 p.m. on SATURDAYS only, will run on all ordinary week days, returning from Shau Chai at 5.04 p.m.

By Order,

IL. PAWINSLOW,

Manager.

Kowloon, February 5, 1920.

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Kowloon, February 5, 1920.

TO-DAY'S ADVERTISEMENTS.

R. A. O. B.

THE "HARRY BRETT" Lodge assembles every TUESDAY, in the R. A. THEATRE, Victoria Barracks, at 7.30 P.M. All Buifs cordially invited.

REPULSE BAY HOTEL.

RACE WEEK.

DINNER DANCES will be held on the following evenings:—

WEDNESDAY, 11th February.

THURSDAY, 12th February.

FRIDAY, 13th February.

SATURDAY, 14th February.

Special Table D'hoie Menu at \$3.00 per head.

Bookings can be made at the Hongkong Hotel Main Office or direct with Repulse Bay.

Telephone No. 881.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be held during Tiffin and Afternoon Tea.

FOR SALE.

A FIVE ROOMED Semi detached House known as "RINGTON" Plantation Road, No. 127. The area about 11,000 square feet with Tennis Court, area about 43,000 square feet.

Apply:—

JOHNSON, STOKES & MASTER, Solicitors.

Prince's Building.

FOR SALE.

FOR SALE.—At their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Two Vertical Steam Electric Lighting Sets, as follows. Generators, new. Engines in thorough good running order. Output 200 Amps. 400 Volts. 16 Kilowatts.

Also

Spare armatures, Switch panels, and running Gear. Full particulars can be had from the undersigned.

HUGHES & HUGHES, Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,

February 7, 1920, at 10.3

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS:—

To Macao daily at 9 a.m. (Saturdays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. N. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "ST. ANDREW"

Sailing on or about February 8th.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE

Sailing about end of March.

NANYO YUSEN KAISHA, Ltd.
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Regular Services between

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FOR JAPAN,

S.S. "BORNEO MARU"

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OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIEN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

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For Freight or Passage on any of the above Lines apply to—

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IRON AND STEEL PRODUCTS
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O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

ATLAS MARU—Monthly service. Sailing on or about 16th February.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

CANADA MARU—End of February.

BOMBAY & COLOMBO—Regular fortnightly service via Spara.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly service.

UNNAN MARU—Wednesday, 18th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU—Thursday, 5th February.

MADRAS MARU—Sunday, 12nd February.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU—Wednesday, 25th February.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAISO MARU—Sunday, 8th February.

TAKAO via SWATOW and AMOY.

SOSHU MARU—Thursday, 12th February.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager. No. 1, Queen's Building.

Tel. No. 744 and 745.

Estimates furnished on application.

Hongkong, April 1, 1912.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 64, CORNHILL ROAD, CENTRAL, HONGKONG. Telephone No. 459.

Shipyards: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1912.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	TAIKOO WAN YI	Feb. 6, at 10 a.m.
SHANGHAI	YINGCHOW	Feb. 8, at Noon
SWATOW & BANGKOK	CHANGCHOW	Feb. 9, at 4 p.m.
SHANGHAI & FUJOU	CHANG	Feb. 10, at Noon
MANILA, ORBU & ILOILO	TAKING	Feb. 10, at 4 p.m.
SHANGHAI AND TSINGTAO	SUNNING	Feb. 12, at Noon
SHANGHAI AND TSINGTAO	CHENAN	Feb. 12, at 10 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon, accommodation, amusements. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

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Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM" (Calling at Shanghai and Kobe) About February 8.

"CROSSKEYS" About February 13.

"WEATLAND" About February 22.

"ENDICOTT" About March 16.

"ELKTON" About March 30.

For PORTLAND direct.

"MONTGUE" About February 15.

"ABERCOR" About March 5.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

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FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

EARLY FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight, space and particulars apply to—

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Telephones 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD.

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

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SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

KOREA MARU 20,000 23rd February.

TENYO MARU 22,000 11th March.

SHINYO MARU 22,000 1st April.

SIBERIA MARU 20,000 1st April (from Yokohama).

*PERSIA MARU 9,000 19th April.

* From Kobe. * Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, PANAMA,

CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

ANYO MARU 18,500 March 13th.

SHINYO MARU 14,000 May 11th.

KIYO MARU 17,000 July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER, KINOW BUILDING.

Telephones Nos. 2375 and 2376.

SHIPPING

C. P. O. S.

SAILINGS
HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji), Kobe & Yokohama)

FROM HONGKONG TO VANCOUVER

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 6	May 24
Empress of Japan	May 28	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 5	Aug. 29

Passage Fares Hongkong to United Kingdom.

EMPEROR OF RUSSIA	EMPEROR OF JAPAN
18,500 Tons Reg.	Gold 8,000 Tons Reg.
Empress of Asia	\$533.00
18,500 Tons Reg.	Gold 8,000 Tons Reg.
Empress of Japan	\$485.00
18,500 Tons Reg.	Gold 8,000 Tons Reg.
Empress of Russia	\$485.00

Fares & sailings subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE. Telephone 722. Cable address: GACANPAC.

CANADIAN PACIFIC OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	LEAVING
QUINNEBAUG	Capt. Medina	FRIDAY, 6th February at Noon.
HAIRONG	Capt. W. C. Passmore	TUESDAY, 10th February at 1 p.m.

SWATOW AND AMOY.
HAICHING—Capt. A. H. Stewart. THURSDAY, 5th Feb. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPEAUX & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

March 23rd, 1920. March 2nd, 1920.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

O. H. BITTER, Freight and Passenger Agent.

Prince's Buildings, 100, House Street. Tel. 1934.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

S.S. "SUVERIC" via Panama. February 10.

FOR BOSTON & NEW YORK.

S.S. "LOECIO" via Suez. March 25.

S.S. "LOECIO" via Suez. March 25.

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COLLISION.—COMPULSORY PILOTAGE.

In the House of Lords, Lords Buckmaster, Dunedin, Sumner and Phillimore heard the appeal of the owners of the Japanese steamship "Kaga Maru" from a judgment of the Court of Appeal affirming a judgment of Mr. Justice Hill pronouncing that a collision between the "Kaga Maru" and the "Malta" was occasioned by the fault of the owners, masters and crew of the former. The collision happened at about 2 a.m. on February 15, 1917, in the Downs, about the Gull Light-vessel, reports the *Journal of Commerce* of December 8. The "Malta," the owners of which were the plaintiffs in the action, was a screw steamship of 697 tons register and 202 ft. in length, and according to the case for the "Malta" she was at anchor and was duly exhibiting the two regulation anchor lights, which were burning brightly. The weather was fine and clear,

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"SANGOLA"	5,000	4th Feb.	Singapore, Colombo & Bombay
"SONATA"	6,700	12th Feb.	MASSILLON & LONDON direct
"SAGOTA"	7,000	13th Feb.	MASSILLON & LONDON direct
"DELWARA"	5,000	18th Feb.	Singapore, Ceylon, Bombay
"KASABIR"	9,000	24th Feb.	MASSILLON & LONDON via Cebu

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,700	6th Feb. at 1 p.m.	Straits, Rangoon and Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,600	5th Feb. at 4 p.m.	Calcutta, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne
"EASTERN"	4,000	28th Feb.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	at 4 p.m.	Kobe and Miji
"KASABIR"	9,000	10th Feb.	Shanghai, Kobe & Yokohama

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras by sea of the section of their P. & O. Tickets Singapore to Colombo.
All Cabiniers fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 5 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
Passengers tranship at Colombo to Madras.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) ... Sunday, 22nd Feb. at 11 a.m.

FUSHIMI MARU ... Wednesday, 17th Mar. at 11 a.m.

KATORI MARU ... Tuesday, 13th April, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAMO MARU ... Tuesday, 10th February, at Noon.

IYO MARU ... Friday, 20th February, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYAMA MARU ... Tuesday, 10th February.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 13th Feb. at 11 a.m.

IANGO MARU ... Wednesday, 24th Mar. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Mureoran, San Francisco, Panama & Colon.

TOTTORI MARU ... End of February

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU ... End of February.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU ... Wednesday, 4th February.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Middle of February.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 21st February, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TATSUMI MARU ... Thursday, 8th February, at 11 a.m.

TOTOJI MARU ... Thursday, 8th February.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 29 & 293.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR PASSENGER ASSET TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Korea Maru	Toyoko Kisen Kaisha	On 23rd February.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyoko Kisen Kaisha	On 23rd February.
San Francisco via Shanghai, Japan &c.	Yokohama Maru	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 25th Feb.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 26th Mar.
San Francisco via Shanghai, Japan &c.	China	The Admiral Line	About 9th Feb.
Seattle, Tacoma, Victoria & Vancouver.	Yokohama Maru	Osaka Shosen Kaisha	On 24th February.
Victoria, B.C. & Seattle via S'nal, &c.	Yokohama Maru	Osaka Shosen Kaisha	On 25th Feb. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Yokohama Maru	Osaka Shosen Kaisha	On 26th Mar.
Vancouver via Shanghai, Japan &c.	Yokohama Maru	Osaka Shosen Kaisha	About 9th Feb.
New York via Suez	Yokohama Maru	Osaka Shosen Kaisha	On 13th Mar.
Australian Ports via Japan	Yokohama Maru	Osaka Shosen Kaisha	On 14th Mar.
New York via Panama	Yokohama Maru	Osaka Shosen Kaisha	On 15th Mar.
Nagasaki, Kobe & Yokohama	Yokohama Maru	Osaka Shosen Kaisha	On 16th Mar.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 17th Mar.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 18th Mar.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 19th Mar.
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Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 31st Mar.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 1st Apr.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 2nd Apr.
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Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 1st Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 2nd Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 3rd Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 4th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 5th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 6th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 7th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 8th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 9th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 10th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 11th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 12th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 13th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 14th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 15th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 16th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 17th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 18th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 19th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 20th Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 21st Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 22nd Aug.
Shanghai & Hongkong	Yokohama Maru	Osaka Shosen Kaisha	On 23rd Aug.

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BRITISH AIR LINES.**FACTORS INFLUENCING THEIR
DETERMINATION.****ALL RED ROUTES.**

The claims of Egypt to be one of the leading aerial junctions of the future have been strongly urged lately. The position of Cairo on the "All Red" route to India and Australia, at a point where a line through Africa to the south may well break off, appears very important, even if there did not exist already the fine aerodrome at Heliopolis, a legacy of the late war. But it is possible that the thousands already sunk on Heliopolis aerodrome and the "All Red" ideal have caused a natural bias of belief in the aerial future of this place. Apart from political considerations, it is not improbable that the unsuspecting have been misled by Mercator. This eminent geographer rendered a great service to the seafaring community by his well-known system of map projection, but therein he unconsciously laid a trap for the airfaring communities of a later age. The Mercator projection is the sole method of map-making which does not disturb the compass-truth of a map, but this advantage is purchased at the cost of lineal distortion. Hence, the larger the district shown by a map, the greater the divergence between true distance and apparent (i.e., scaled) distance.

Hitherto, the knowledge of this fact has been of practical utility in two ways only. Where wide stretches of ocean have been spanned either by steamship or by submarine cable, the apparent direct line has been rejected in favour of the true direct line—at least, so far as other conditions (e.g., coaling stations) permit. The best-known instance of this is given by the England-New York route, which follows on Mercator's projection a curved line roughly tangential to the American coast between Newfoundland and Virginia. In general the principle involved is as follows:—The true shortest distance between two points is the circle on the earth's surface in which the globe is cut by a plane through those two points and the centre of the globe. This circle is known as a great circle, and is drawn on Mercator's projection as a curve bulging away from the equator and with a bulge in proportion to the distance from the equator.

Since an aeroplane is free to pass over land and water alike, and only has contact with the surface at its fuel-stations, and since also the success of aerial transport is in its essence a question of speed of transit, it follows that the aerial routes of the future must tend to become parts of great circles modified possibly by prevailing weather conditions, but preferably—indeed, imperatively—unmodified by inconvenient location of fuel stations and depots.

Having recognised this fundamental, it is now possible to examine the

question of All Red routes. The great airways will tend to follow in general scheme the existing routes of surface traffic, simply because they will serve the same great commercial centres. For the present purpose, it will be desirable to select a few of the most important commercial centres and study their probable lines of communication. The following selection will be ample to illustrate the general outline:—London (for N.E. Europe), New York and San Francisco (for North America), Buenos Ayres and Valparaiso (for South America), Yokohama and Hongkong (for the Far East), Bombay and Singapore (for Southern Asia), Melbourne (for Australia), and Cape Town (for South Africa).

One outstanding fact that is apparent almost at once is that if London be reckoned as the route-centre, none of these routes involves the crossing of the Pacific, the biggest non-stop journey yet to be tackled by air. If, however, the Pacific must be conquered before the routes to Australia and the Far East are opened, in the light of the fierce commercial rivalry between Europe and North America, this fact may be one of extreme importance.

A second fact which becomes evident on examination is that those routes which are classifiable as N. and S. routes may be regarded as straight lines on Mercator's projection, whilst those routes which are classifiable as E. and W. routes repay the great circle treatment generously (e.g., London to Yokohama shows a 15 per cent. reduction). This reduction naturally becomes more effective the greater the mean distance from the equator, and for this reason is less marked on oblique routes, though even then well worth consideration (e.g., London to Singapore shows a 4 per cent. reduction).

If, now, the routes between the above-mentioned cities are mapped out, we find that the following are desirable lines:—

London—New York, direct.
London—San Francisco, via S. Labrador and Winnipeg.
London—Buenos Ayres, via Cape Verde Islands.
London—Valparaiso, via Azores and Para.
London—Yokohama, via Archangel and Irkutsk.
London—Hongkong, via Riga and Omsk.
London—Bombay, via Odessa.
London—Singapore and Melbourne, via Astrakhan and Rangoon.
London—Cape Town, via Mar-selles and Tripoli.

To some extent, the desirability of serving intermediate stations will render these routes untenable in practice. Also meteorological conditions may render modification desirable. But the broad outlines remain, and serve to raise an important question, that of location of fuel stations.

Take, for example, the routes to China and Japan, and even, in a lesser degree, to Bombay and Singapore.

FISH STORIES.

A correspondent writes to the *Rangoon Gazette*: A few miles south of Mandalay there is a village on the bank of a river. There may be several villages for all I know but any way they have nothing to do with this narrative. At the village I am speaking of there is a "Feast of Fishes" every year. I had better explain that it is not the people who feast on fish, and of course the fishes do not feast on the people, but the fish feast on cakes and the people keep holy-day in honour of the occasion. At that season a lot of big fish, a sort of cat-fish I suppose, make their way up the river from the Irrawaddy and pilgrims come from far and near to see them and feed them, this being regarded as a pious work. The children go down into the water and play with them. A small boy may be seen astride a big fish pretending to ride it, and strangely enough the fish does not object, seems to like it in fact; but the fish has a very spiny back fin and some venturesome piscatorial jehus have caused to regret that they did not choose a dolphin instead of a scratchy cat fish. The girls and elder folks are content to feed the fish with rice and cakes and it is quaint to see a huge ugly mouth come up to the surface and grab a cake that somebody is holding. Then there is a tussle, the fish swirling and tugging and the person holding on tight till, in a frenzy of excitement amongst the spectators, the cake breaks and the fish sinks down with its prize. When a Burman wishes to acquire merit he usually sticks gold leaf on some image or other, striking object. Of course these fish are quite important people, probably 'nat's' in fact, and so folks stick gold leaf on their heads and one may see quite a number of shining crowns of gold bobbing about in the water while a complacent old gentleman sits on the bank and contemplates his good deeds.

Some years ago fish made quite a stir in Mandalay. Somebody was borrowing for water and found it with a jerk. It spouted up in a fountain. Of course there was nothing interesting about that, only in the water-were some fish, quite a shower of them. It would seem that the drill had cut into a sort of subterranean lake with fish living in it and when the pressure was taken off, the water and some fishes shot up into the air. If I remember rightly the fish were believed to be blind. Some, I believe, were sent to Calcutta museum.

I was one day walking across the jungle scrub near Ywataung towards the cave of the many Buddhas. The chief characteristic of the place is dust. Not a sign of water is to be found anywhere, not even a well; the drinking water for the people working on the railway is brought in tanks by train. As I walked along I saw something move in the undergrowth and I gave a start when I found it was a fish, a live fish, hopping about as if it had only just left the water. At once all sorts of possible and impossible theories came into my mind to account for it but none seemed to be at all satisfactory. The fish was not a monstrousity, nor an eel, nor anything of that sort, but just an ordinary fish. Then a shadow passed over me and, looking up, I saw a fish-hawk and an eagle wheeling about just above me. It was not so very mysterious after all.

The key to the success of these lines is the arrangement of fuel stations in Russian territory. The present political condition of that country bids fair to be an obstacle that may delay the operation of these routes for many years. In a certain sense, the nations of Western Europe have recognised the economic necessity of internal settlement in Russia, but the fact that Russia is not only a producer, but also a potentially great line of access to other producers, is a fact which cannot be over-emphasised.

A further point of interest is that, with two exceptions—Eastern Canada on the route to Western America and Singapore as a jumping-off point for Australia—the "All Red" ideal breaks down. The wonderful Colonial coaling-station system, in itself a wealth-producer and indirectly a source of great imperial strength, was built up on the basis that a ship cannot cross dry land. Now that the time is drawing near when aerial traffic will be of an importance comparable with marine traffic, it becomes an urgent national question to what extent the "coaling stations" of the air will fall within British territory, and thus foster the growth of British air lines.

FOOTBALL.**UNITED SERVICES LEAGUE.**

"CARLISLE," 2, "AMBROSE" 1.

The "Carlisle" secured another win in the United Services Football League yesterday, when they defeated the "Ambrose" "A" team on the Military ground by two goals to nil.

The match was not so fast as the one witnessed on the previous day when the "Carlisle" defeated the "Tamar," but nevertheless, it was very exciting and interesting to watch. "Ambrose" assumed the offensive first and kept the ball in enemy territory, but for a while they were unable to score. Then they forced a beautifully placed by their right winger, they scored the first goal of the match. "Carlisle" worked hard after this, but it was not until about ten minutes from the close of the first half, that they equalized. A beautiful shot from their inside right man, placed the ball right into the hands of "Ambrose's" goalie. "Carlisle's" centre forward managed to kick the leather out of the goalie's hands and took a shot at goal, but the ball went into touch, a couple of inches from the right upright. Following the clear by the "Ambrose's" right back, "Carlisle" returned to the attack, and their outside left centered beautifully, the centre forward concealing. At half time the score sheet read one all.

Both sides went out to assume the lead in the second moiety but the defences at both ends were very sound, and it was not until near the close of the match that the "Carlisle," again scored. This time their speedy right winger was responsible for the score. Running down the line at a terrific pace, with which the "Ambrose" men could not keep up, he took the ball right to the goal mouth. The goalie ran out to meet the speedy winger, and they collided heavily, resulting in the latter being rendered unconscious for a good ten minutes, but not before he had had the satisfaction of knowing that he had given his side the lead.

"ALACRITY," 2; WILTSHIRES, 1.

The "Alacrity" team had extraordinary good luck yesterday, when they met the Wiltshires on the Navy ground, and secured the two points at stake by means of two penalties.

The Wills showed their superiority early in the game and before their opponents were aware of the fact that the match had started, they were in enemy territory and were subjecting the goalie to a hot bombardment. Things became so uncomfortable for the custodian, that he was forced to concede a corner to relieve the pressure. The Wills, opened the scoring from this corner which was beautifully taken by their right extreme man and placed right at the goal mouth. It took the "Alacrity" men a few minutes to recover from their surprise, and then play became more even, with both ends being visited in quick succession. Towards the close of the first half, the "Ambrose" pressed with keen determination, and the Wills' left back had the misfortune of handling the ball within the penalty area. From the penalty kick which was awarded, Toms equalized for the sailors. One all was the state of affairs at half time.

The second half was equally as fast as the first, with the Wills, again assuming the offensive, but they had very hard lines in not finding the net on two occasions when they had glorious chances of taking the lead, but the ball was short wide. When the "Alacrity" next attacked, the Wills' left back again bungled by handling the ball within the penalty area. This proved to be the undoing of his side for Toms made no mistake with the penalty kick which was awarded the sailors, and notched their second goal, and incidentally the last goal of the match, for try hard as the soldiers did, they failed to score again.

The league table which includes yesterday's matches, is appended.

CLUB.	P.	W.	D.	L.	P.	GOALS.
H.M.S. "Carlisle"	8	7	0	1	21	31
H.M.S. "Tamar"	6	3	1	2	8	7
H.M.S. "Ambrose" A	5	2	2	1	6	4
H.M.S. "Ambrose" B	4	1	2	1	3	4
H.M.S. "Alacrity"	4	1	3	0	7	2
H.M.S. "Bawkins"	1	0	0	1	1	1
2nd Wiltshires	0	0	4	1	2	6
H.M.S. "Marazion"	0	0	4	0	1	2

A FORTY YEARS' TEST.
CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

UNION CHURCH.**ANNUAL MEETING OF SEAT-HOLDERS.**

Seat-holders of the Union Church met last night at the Church Hall, Mr. J. Mitchell presiding over a fairly large attendance.

The Chairman, in moving that the report and balance-sheet be adopted, said: I am pleased to say that this has been a record year in the Church's history. When our pastor first made the suggestion that something should be done to celebrate the 75th anniversary of the starting of this Church the Committee was pleased to agree with his proposals, and it is due to him that we are in the splendid position of having such a magnificent fund for the benefit of the future seat-holders of Union Church. We are grateful to those who before us built such a fine Church and other premises, and we are glad to have been able to do our duty in providing a fund, the interest of which will bring in sufficient to pay all future expenses. We lost last year a number of seat-holders which accounts for the reduction in receipts, but we hope new residents will soon come and fill up the vacancies. We appeal to every attendee to give as generously as possible to the weekly offerings, so that our accounts at the end of this year may be still more satisfactory. As you are aware our pastor will be going on leave this summer, and I am sure you all join with me in wishing Mr. and Mrs. Macdonachie a very good holiday. Before I sit down I wish to refer to the absence of our friend Mr. MacKenzie. He has long taken an active interest in all the Church's work, and we miss him to-night and trust that he may soon recover and be strong and well again. (Applause.)

Mr. C. C. Hickling seconded and the report and statement of accounts was adopted.

The following office-bearers were then elected:—

Trustee: Mr. J. McCubbin.
Hon. Secretary: Mr. G. M. Shaw.
Hon. Treasurer: Mr. C. C. Hickling.
Committee of Management: Messrs. J. L. McPherson, J. Mitchell, A. Stevenson, D. McNeillie, D. Templeton, J. Rodger, E. R. Dovey, and J. McCubbin.

Ladies' Committee: Mesdames J. Chapman, J. McCubbin, C. C. Hickling, J. Mitchell, J. C. Macdonachie, A. Jibson, D. Templeton, J. Muir, E. R. Dovey, J. Macdonald, A. Stevenson and J. Craig.

It was stated in the report that the excess of expenditure over income amounted to \$180.59, and the total deficiency on current account as there-by increased to \$1,616.03. Seat Rents and Weekly Offerings have both declined during the year, the falling off being \$349.50 and \$360.68 respectively. Acting upon a suggestion put forward by the Pastor, the Committee decided to establish a Fund, in commemoration of the 75th Anniversary of the Church, mainly to provide for recurring expenses in connection with Pastoral furloughs and changes. This has been styled "The Three Quarter Century Fund" and the success it has already attained is distinctly gratifying. As will be seen from the accounts the amount of \$14,989.91 has been received; receipts since the end of the year amount to \$1,915, which, with outstanding promises of \$545, brings the total up to \$17,449.91.

Persistent damp weather last Summer made it appear desirable to raise a portion of the organ away from the ground. This was done at a cost of \$225, and it is expected there will be no further major expense for some considerable time. The renovation foreshadowed in the last report was accomplished in October and the property generally is now in excellent condition, with the exception of the Manse which requires attention. The British and Foreign Bible Society's donations have been collected by Mrs. J. W. C. Bonnar who received \$317 and this with \$55.31 Church offertory amounted to \$372.31.

THE CORONET.

"The Better Ole" has proved an immense draw and packed houses have been the rule at the Coronet at every showing. Old Bill and his associates Bert and Alf have kept their audiences highly amused during the whole of the six reels which show their adventures. Their stay in Hongkong is apparently to be but a short one, so no opportunity should be missed of seeing them. "Book early" should be the motto of Coronet patrons during the next few days.

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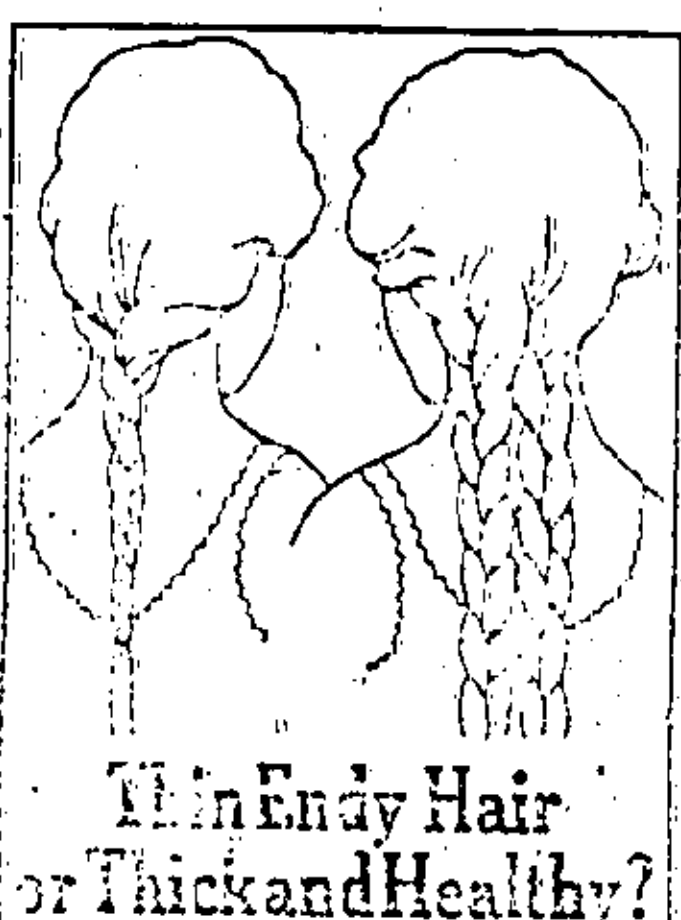
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LOCKS AND HARDWARE

THE PERSONAL EQUATION

The human equation eternally defies exact solution, the variety of individual types is too great, and their permutations too various for any easy diagnosis, yet it is impossible to avoid the conclusion that it is perhaps more important than anything else. One individual who refuses to sink his prejudice and remains an unresolvable unit in the common weal, who is intolerable, though clever, finds himself penalized, and very rightly, on this ground alone. For no man lives to himself, he must get into contact with others and make the best of his environment, refusal to do this brings speedy retribution in its train. The result is inevitable granted the premises, for we live and move and have our being as men in a world of men. Contact with some people is nearly impossible, they bristle at every pore; such a personality is always set apart to live the cloistered life in any community; he sets himself apart, and may not complain of the result he achieves. Here brilliance may scintillate, but it is more solid and every-day qualities which count towards any end. An impossible person is a rejected individual, he cannot be digested by the mass. Hence the tragedies of genius so termed, the greater minds while preserving their gifts alive are not prone to insist upon their achievement, they subordinate them to living issues. Shakespeare, for instance, contrived to elude the critics of his day, he left no personal legacy, but he left the result of his art for a perennial joy to mankind. Lesser men have achieved notoriety, some live solely by arrogant assumption, some, like Johnson, by reason of their difference to the men who surrounded them. It is not that the great are superhuman, to claim this is to destroy their achievement; they were men fully human who rose to the height of their powers by dint of continual endeavour. Any man can achieve to his limits if he will consistently try to broaden these, once past the common barriers the field is limitless, and the possibilities endless. — Engineering.



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HONGKONG, 6th FEBRUARY, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.	
Sterling Exchange 5/8 T. T.	
Hongkong Bank	510 s.
MARINE INSURANCE.	
Canton Ins.	390 n.
North China Ins.	180 n.
Union Ins.	180 s.
Yangtze Ins.	280 n.
Far Easterns	1.22 n.
FIRE INSURANCE.	
China Fire Ins.	138 n.
Hongkong Fire Ins.	501 s.
SAVINGS.	
Douglas	89 s.
H.K. Steamships	304 s.
Indo-China (Prod.)	490 s.
Do. (Def.) 25 s. b. Register	
Shell Transport	270 s.
Star Ferries	29 s.
RAILWAYS.	
China Sugar	1201 n.
Malabar Sugar	147 s.
MINE.	
Kailash Mining Adm.	140 s.
Langkai	14 n.
Shanghai Loans	14 n.
Shai Explorations	14 n.
Rails	14 n.
Trench Mines	40 s.
Ural Caspian	30 s.

DOCKS, WHARVES, GODOWNS, &c.	
H. & K. Wharves	187 s.
H. & W. Docks	145 s. 150 s.
Shai Docks	105 s. ex div.
New Engineering	58 s.
LANDS, HOTELS & BUILDINGS.	
Central Estates	118 s.
Hongkong Hotels	115 s.
Hongkong Lands	1094 n.
Hampshire	71 s.
Kowloon Lands	58 n.
Land Reclamations	113 n.
West Point	258 n.

COTTONS, MILLS.	
Ewo Cottons	480 n.
Kung Yik	46 n.
Leong Kung Mow	800 n.
Oriental	299 n.
Shanghai Cottons	315 n.
Yangtzeopos	34 n.
MISCELLANEOUS.	
Cements	61 n.
China-Bornos	917 b.
China Lights Old 7 1/2 & New 8 1/2	
China-Providents	770 b.
Dairy Farms	220 b. 22 s.
H.K. Electric	187 n.
Macao No.	34 n.
Hongkong Ropes	27 s.
H.K. Tramways	74 s.
Peak Tramways (Old)	7 s.
do. (New)	80 n.
Steam Laundries	24 b.
H.K. Steel Foundry	110 n.
Water-works	111 b.
Walsons	52 n.
Wm. Powells	112 b.
Wimman	274 b.

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WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 minutes	
8.00 a.m. to 9.30 a.m. Every 10 minutes	
9.30 a.m. to 11.00 a.m. Every 15 minutes	
11.30 a.m. to 12.30 p.m. Every 15 minutes	
12.30 p.m. to 2.00 p.m. Every 10 minutes	
2.00 p.m. to 5.00 p.m. Every 15 minutes	
5.00 p.m. to 8.00 p.m. Every 10 minutes	
8.00 p.m. to 9.00 p.m. Every 15 minutes	
9.00 p.m. to 11.30 p.m. Every 30 minutes	
11.45 p.m.	
SATURDAYS.	
EXTRA CAR—12 midnight.	
SUNDAYS.	
7.30 a.m.	
7.50 a.m. to 10.30 a.m. Every 15 minutes	
10.30 a.m. to 11.00 a.m. Every 10 minutes	
11.30 a.m. to 12 noon Every 15 minutes	
12.00 noon to 1.00 p.m. Every 10 minutes	
1.00 p.m. to 5.30 p.m. Every 15 minutes	
5.30 p.m. to 8.00 p.m. Every 10 minutes	
8.00 p.m. to 8.40 p.m. Every 15 minutes	
8.40 p.m. to 9.00 p.m. Every 10 minutes	
9.00 p.m. to 11.30 p.m. Every 10 minutes	
11.30 p.m. to 11.45 p.m. Every 15 minutes	
11.45 p.m.	
NIGHT CAR—12 midnight.	

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The gauge to this service is the mileage total recorded when the casing finally is discarded.

The notable achievement of nine stock tires which, put to official finish test by the Automobile Club of America, averaged 6,760 miles, definitely established the unusual quality of Vacuum Cup Tires.

The rainy day certified test of the Pittsburgh Taxicab Company—in which a heavy car equipped with Vacuum Cup Tires was driven around a wet corner at 25 miles an hour without skidding—

conclusively proved the guaranteed ability of the Vacuum Cup tread to resist skidding on wet, slippery pavements.

In addition to this proved driving safety and the mileage guarantee—per warranty tag—of 6,000 miles, Vacuum Cup Tires are reasonably priced. They cost approximately the same as ordinary 3,500 mile tires and much less than other makes carrying equal mileage surety.

SPECIAL PRICES.

ON SIZES AVAILABLE FROM STOCK IN HONGKONG.

Other.		Price Each.	Tubes.
30" x 3 1/2"	...	30.00	4.00
31" x 4"	...	47.50	5.00
Straight 34"	...	30.00	4.00
32" x 3 1/2"	...	32.50	5.00
32" x 4"	...	32.50	5.00

Less discount—3 days 2 1/2%, 30 days Net.

Makers also of Pennsylvania Auto Tubes "Fox Tested"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

GERIN, DREVARD & CO.

Telephone 114
Sole Agents in South China.

BANKS.

ASIA BANKING CORPORATION HONGKONG.

Announces that the Italian Government Treasury have appointed them Fiscal Agents in China to offer

ITALIAN GOVERNMENT 5% CONSOLIDATED LOAN

Subscriptions open until March 10th for these bonds, issuing price Lire 87.50 plus interest.

HEAD OFFICE:
NEW YORK.

OTHER BRANCHES:

in
**SHANGHAI HANKOW TIENTSIN
PEKING MANILA CANTON
CHANGSEA**

EXCHANGE.

Hongkong, February 5, 1920.

On London—

Bank, Wire

On demand

30 days sight

4 months sight

Credit, 4 months sight

Documentary 4 months sight

On Paris—

On demand

Credit, 4 months sight

On New York—

On demand

Credit, 30 days sight

On Bombay—

Wire

On demand

On Calcutta—

Wire

On demand

On Shanghai—

On demand

30 days sight (private paper) num.

On Yokohama—

On demand

Gold Loan, 100 fine (per ton)

Sovereigns (Bank's buying rate)

Silver (per oz)

SUBSIDIARY COINS.

Hongkong 50 cents sub.

10 "

5 "

Chinese coins

Bar Silver in Hongkong

Chinese Copper Cash

Chinese Copper Cash

Rate of Native Interest

Chinese Sub. Coin

Hongkong Sub. Coin

2 1/2 pm.

2 1/2 pm.

2 1/2 pm.

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THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 100, Queen's Road, Central.

Canton Branch: Raffles Place, Singapore.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits

bear Interest at Rates 2%, 4%, 5%,

respectively.

Interest on our SPECIAL SERVICE

will be welcomed.

J. USANO, Mgr.

Hongkong, July 7, 1919.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:

Alexandra Buildings, Chester Road.

General Banking and Exchange business

transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed

Deposits received at rates which may be

ascertained on application.

The Bank also conducts a Savings

Department.

DONG TOY,

Chief Manager.

Hongkong, January 3, 1920.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 a.m. to 9.30 a.m. Every 10 minutes

9.30 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.30 p.m. Every 15 minutes

12.30 p.m. to 2.00 p.m. Every 10 minutes

2.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.00 p.m. Every 10 minutes

8.00 p.m. to 9.00 p.m. Every 15 minutes

9.00 p.m. to 11.30 p.m. Every 30 minutes

11.45 p.m.

SATURDAYS.

EXTRA CAR—12 midnight.

SUNDAYS.

7.30 a.m.

7.50 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.30 a.m. to 12 noon Every 15 minutes

12.00 noon to 1.00 p.m. Every 10 minutes

1.00 p.m. to 5.30 p.m. Every 15 minutes

5.30 p.m. to 8.00 p.m. Every 10 minutes

8.00 p.m. to 8.40 p.m. Every 15 minutes

8.40 p.m. to 9.00 p.m. Every 10 minutes

9.00 p.m. to 11.30 p.m. Every 10 minutes

11.30 p.m. to 11.45 p.m. Every 15 minutes

11.45 p.m.

NIGHT CAR—12 midnight.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings,

100, Queen's Road Central.

Season and punch tickets available for

all cars not already full running at the

time stated in the Company's time-tables,

but not for special cars, can be obtained

on application at the Company's Office.

No Season tickets will be issued until

payment therefor has been made in Bank

Notes or by Cheque or Comprode order

representing Bank Notes.

JOHN D. HUMPHREYS & SONS,

General Managers.

NOTICE.

HIGH-CLASS PRINTING

AND

BOOK BINDING

BY

THE CHINA MAIL OFFICE

DOING AT

THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS SPECIALLY

PROCESSED

Trade Circulars

Programmes, Monks, etc., etc.

reproduction Arranged and

Carefully Printed.

Urban Proofs and prompt delivery

guaranteed.

HONGKONG, 20, 1919

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$14,000,000

RESERVE FUNDS—\$1,500,000

Sterling—\$1,500,000

Silver—\$1,500,000

RESERVE LIABILITIES—\$14,000,000

PROFITS—\$1,500,000

COURT OF DIRECTORS:

J. A. Plummer, Esq., Chairman.

Hon. Mr. E. V. D. Farr, Deputy Chairman.

J. W. O. Bonar, Esq., P. H. Holyoak, Esq.,

A. E. Compton, Esq., Hon. Mr. J.

Fon. Mr. S. H. Johnston,

Doddwell, W. L. Patterson, Esq.,

C. S. Gubby, Esq., Ross Thomson, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB, Esq.

MANAGER:

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY &

WESTMINSTER & PAUL'S BANK, LTD.

A CORRUPTING TRADE.

Before Mr. J. R. Wood yesterday afternoon, M. Suga, the manager of a Japanese Import and Export firm carrying on business at No. 6 Des Voeux Road Central, was charged as the instance of Chief Revenue Officer J. Wildin that he not being a registered and qualified person, did have in his possession or power, more than 16 doses of a dangerous poison, to wit, 16 ounces of morphine.

Mr. J. H. Gardiner appeared for the defendant and pleaded "Guilty," but asked for a lenient sentence.

His Worship said he would like to hear what Mr. Wildin had to say. Mr. Wildin then went into the witness box and said that he went to the defendant's office, first floor of No. 6 Des Voeux Road Central at 2.30 p.m., on the 21st inst., and asked for the defendant and was told that he was out but that he might be expected back at any moment. Witness waited until 4.30, and as the defendant did not turn up, he decided to go on with the search, for which he had a warrant. In a desk, witness found one pound of morphine which was marked "Smith & Co." in the defendant's desk witness found a letter (produced), which had a lot of significance in the fact that there were only four firms which manufactured morphine, and in the letter three of these firms were mentioned. This showed that the defendant was carrying on large transactions in morphine. Witness took the drug with him, and left his card with the man in charge of the office. On the following morning the defendant came to see witness at the Import and Export office, and amongst other things, the defendant admitted to witness that he was not a registered or licensed person to possess morphine. Witness then produced a certificate from the Government Analyst, certifying that the drug seized represented 16,000 official doses, and also justifying the issue of the search warrant.

His Worship imposed a fine of \$1,000, and ordered the morphine to be confiscated.

Mr. Gardiner said that as the morphine was worth \$80, he did not anticipate that the fine would exceed \$800, ten times the value of the drug.

His Worship said that the case was a serious one, and he had power to impose a \$2,000 fine.

Mr. Gardiner said that his client had only brought \$800 with him, and asked that that sum be received first on the understanding that his client would pay the balance this morning. This was agreed to. This morning the defendant paid up the balance of his fine.

Attention is again directed to the necessity for more adequate packing of parcels addressed to United Kingdom. All parcels insured and ordinary, to and from United Kingdom are now forwarded in boxes and very careful packing is necessary to ensure safe transmission.

A direct exchange of Money Orders with the Republic of China has come into operation since the 1st January 1920.

The Money Order Service with the Philippine Islands has been resumed since the 1st Jan., 1920.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Adnan, Ahmad or Mohammad in the Persian Gulf may exceed eight ounces in weight.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

FRIDAY, February 5.
Bombay—Per SHINYO MARU.
Shanghai—Per HUICHOW.

SATURDAY, February 7.
Straits—Per BENLEVI.
MONDAY, February 9.
Japan & Shanghai—Per RAMQ MARU.
Straits—Per TAKADA.

OUTWARD MAILS.

THURSDAY, February 5.
Macao—Per CHUEN CHOW, 4.15 p.m.
FRIDAY, February 6.
Macao—Per SUI AN, 8.15 a.m.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 11 a.m.

SATURDAY, February 7.
Macao—Per CHUEN CHOW, 4.15 p.m.
Macao—Per SUI AN, 1.15 p.m.
Amoy, Shanghai and North China—Per TIKINI, 2 p.m.
Shanghai and North China—Per YINGCHOW, 3 p.m.
Macao—Per CHUEN CHOW, 4.15 p.m.

SUNDAY, February 8.
Macao—Per SUI AN, 8.15 a.m.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 11 a.m.
MONDAY, February 9.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via AGAFEROR, Registration 9.45 a.m. Letters 10.30 a.m.

TUESDAY, February 10.
Swatow and Bangkok—Per CHANG CHOW, 8 a.m.
Shanghai and North China—Per ICHANG, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via AGAFEROR, Registration 9.45 a.m. Letters 10.30 a.m.

WEDNESDAY, February 11.
Shanghai and North China—Per SUNNING, 11 a.m.

DETECTIVE MISSING.

The Chinese detective who was charged with the theft of two opium pipe bowls from an opium divan in Praya East, when Sergis, Cockle and McFall raided the premises and arrested two armed desperadoes, failed to answer to his name when the case was called before Mr. J. R. Wood this morning.

Inspector Kent said that the defendant had been transferred to the Central Station since the charge was made out against him.

His Worship ordered the case to stand down for enquiries to be made. Later the inspector announced that no one in the Central Station seemed to know anything about the defendant's whereabouts.

His Worship ordered the bail of \$50 to be estreated and issued a warrant for the defendant's arrest.

POST OFFICE.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

The insured parcel post service to the province of Szechuan is suspended until further notice.

An agreement has been entered into between the Post Office of China and Hongkong for an exchange of insured letters. The medium of insurance is the P. C. Currency and the maximum amount for which a letter may be insured is \$500 francs.

A telegram has been received from the G.P.O. London stating that there are no restrictions on the importation of sugar by parcel post into the United Kingdom and that no parcels of sugar recently sent from Hongkong have been confiscated.

Attention is again directed to the necessity for more adequate packing of parcels addressed to United Kingdom. All parcels insured and ordinary, to and from United Kingdom are now forwarded in boxes and very careful packing is necessary to ensure safe transmission.

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WEDNESDAY, February 11.
Shanghai and North China—Per SUNNING, 11 a.m.

NOTICES.

"SOLIGNUM"

THE ONLY REMEDY AGAINST DESTRUCTION OF WOODWORK BY WHITE ANTS AND DRY-ROT.

"SOLIGNUM"

DOES NOT EVAPORATE, CRACK OR PEEL, BUT SEARCHES RIGHT INTO THE WOOD.

Sole Agents:
ARNHOLD BROTHERS & Co., Ltd.
1A, Chater Road. Phone 1500.

HATS FOR THE RACES.

A consignment of choice
SPRING HATS is now
on view at

No. 9, BEACONSFIELD ARCADE.

"LA FAVORITE."

FREE INSPECTION INVITED.

FIERCE FIGHT ON SHIP.

The hearing in the so-called "Japanese Murder Case," was resumed before Mr. J. R. Wood at the Magistracy this morning. The third fireman of the O.S.K. "Taikoku Maru" is accused of the murder of the second fireman by stabbing him to the heart with a dagger in the course of a fight on board on Jan. 24, while the ship was lying at anchor in Hongkong harbour.

Mr. S. Vergetta, building inspector, P.W.D., put in a plan of the passage-way on the portside of the ship where the murder was alleged to have taken place.

Chimbu Akinama, first fireman on board the "Taikoku Maru," said at 7 a.m. on Jan. 24, he was having breakfast in the mess room on the port side of the ship. The deceased, the accused and four other members of the crew were also in the mess room. The defendant and the deceased were standing near the table quarrelling. Witness and the others were having their meal while the two quarrelled. When witness entered the mess room they were quarrelling already. The

quarrel was over a leak in the boiler.

The defendant asked the deceased why he did not patch up the leak and the latter said the defendant had no right to order him. They then came to blows, and the defendant knocked the deceased down. The latter returned to his room and came out with a dagger in his right hand. The defendant picked up a poker and hit the deceased on the hand with it. Then closing with the deceased, he grabbed his right hand and struggled with him. The two tumbled out of the mess room onto the deck where they continued the struggle. Witness then saw that the deceased was bleeding from his nose and mouth. The defendant had by this time succeeded in snatching the dagger from the deceased's hand, and fearing he would stab the deceased, witness knocked the dagger out of the defendant's hand into the sea.

His Worship: The doctor said the deceased had a wound in the chest, how did he receive that wound?—I don't know.

Did you see the defendant fall?—Yes.

Did you examine him?—No, someone else did.

The hearing is proceeding.

LIST OF PASSENGERS.

DEPARTED.

Per Suez Maru—Mr. and Mrs. J. Brodie, Mrs. H. Goldstein, Mr. Wal. lace Farley, Mrs. Wm. H. Clarke, Miss L. Clarke, Capt. and Mrs. Rolfe, Miss Rolfe, Dr. Miss E. G. Beatty, Miss A. Grandin, Miss E. Harlan, Mr. and Mrs. R. C. Taylor, Mr. and Mrs. D. F. Callahan, Mr. and Mrs. L. Dunbar, Mr. Rabbit, Mr. and Miss Gibbs, Mr. E. M. Stratton, Miss N. Barnes, Mrs. V. Monroe, Capt. and Mrs. R. Swain, Mr. and Mrs. A. L. Zollner, Mr. and Mrs. A. V. Addelson, Mr. J. H. Addelson, Mr. A. Rugh, Mr. L. M. Arnsperg, Mr. and Mrs. D. S. Digby, Mr. A. Recto, Mr. R. Umalt and Mr. A. G. Taylor.

DEPARTURES.

The s.s. AMAZON (Capt. Lapoussie) sailed for Yokohama via Shanghai at 11 a.m. to-day with 760 tons of general cargo.

The s.s. LINAN (Capt. Cole) sailed for Singapore via Swatow at 10 a.m. to-day with 330 tons of general cargo.

The s.s. SWANSEA (Capt. Leggs) sailed for Shanghai at 11 a.m. to-day with 400 tons of general cargo.

The s.s. PYRRHUS (Capt. Clark) sailed for Shanghai at 7 a.m. to-day with through general cargo.

The s.s. HALICING (Capt. Stewart) sailed for Foochow via Swatow at noon to-day with 1,700 tons of general cargo.

ARRIVALS.

February 5.

The s.s. WAR SINGER (Brit., 9,211 tons), from Tarsakan, Capt. Williams, A. P. Co., Tai Kok Tui.

The s.s. GREGORY APCAR (Brit., 1,988 tons), from Kobe, Capt. H. G. Ellis, M. & A. Co.

The s.s. BANKEI MARU (Jap., 2,015 tons), from Chin Wan Tiao, Capt. Tomozawa, Daido, Ltd.

The s.s. GLENARMOY (Brit., 4,658 tons), from Shanghai, Capt. Jangier, J.M. & Co., A4.

CLEARANCES.

February 5.

The s.s. KATSUNRA MARU (Jap.) cleared to-day and will sail for Hongkong at 9 a.m. to-morrow.

The s.s. TAIKOO WAN YI (Brit.) cleared to-day and will sail for Hongkong at 10 a.m. to-morrow.

The s.s. MOORISH PRINCE (Brit.) cleared to-day and will sail for New York via Manila and Singapore at 6 a.m. to-morrow.

The s.s. SAI CHOI (Chi.) cleared to-day and will sail for Shanghai at 4 p.m.

DEPARTURES.

The s.s. PAOTING (Brit.) Capt. Hope, Agents B. & S., left for Hongkong to-day.

The s.s. PERANANG (Brit.) Capt. Heaney, Agents Cheong Fat, left for Singapore to-day.

The s.s. WA SUN (Brit.) Capt. Summerville, Agents Wang Hing, left for Kwong Chai to-day.

The s.s. JUNO (Dutch) Capt. De Boete, Agents A. P. C. left for Canton at 3 p.m. to-day.

ENTERTAINMENTS.

THE
CORONET

TO-NIGHT, at 5.15, 7.15 & 9.15 p.m.
George Pearson and T. A. Welsh
present
Bruce Bairnsfather and Arthur Eliot's
World Renowned play,
"THE BETTER 'OLE."
Usual Prices. Booking at the Theatre.

THE
HONGKONG
THEATRE.

TO-NIGHT! TO-NIGHT!!
at 5.15, 7.15 & 9.15 p.m.
GEORGE FAWCETT
AND
MYRTLE STEDMAN
IN
"THE MAJESTY OF THE LAW"
A Paramount Feature in Five Parts.
and COMEDIES.
Booking at the Theatre.

THE
VICTORIA THEATRE.

FOR TO-NIGHT & TO-MORROW ONLY!
Miss Adelaide
THE NOVELTY DANCER
In Her Latest Fancy Dances
Frank Keenan
IN
"THE BELLS"
In Five Intense Parts.
TO-DAY'S MATINEE:
"INSTINCT"

THE PALACE MOTOR CAR COMPANY,
KOWLOON.
STUDEBAKER, CADDALAC, BUICK, OVERLAND & HUDSON.
Best Cars for Hire and for Sale at reasonable Rates.
Export Drivers. Moderate Price.

FIRE ENQUIRY.

At the Magistracy yesterday afternoon, the enquiry into the circumstances attending the fire which broke out on the premises of the Yue Fat Loong rice firm of No. 99 Connaught Road West on the morning of January 29, was resumed before Mr. N. L. Smith.

Mr. E. J. Lewis appeared for the Insurance companies concerned, whilst Mr. A. H. Crew watched the proceedings in the interest of the Yue Fat Loong firm.

The assistant accountant of the Yue Fat Loong firm was called and in reply to Mr. Lewis said that the rice was burned to ashes. A quantity of rice bags on the ground floor escaped damage. There was a quantity of burned rice still in the godown. These were contained in gunny bags, and were stored on the ground floor. It was not unusual in a rice firm to have 600 bags of rice stored on the second floor.

By Mr. Crew: The books of the firm contained all particulars concerning the rice which was included in the claim sent to the Insurance companies. They also showed from whom the rice was purchased.

Inspector Macdonald said that at 5 a.m. on January 29, in consequence of a telephone message, he went to No. 99 Connaught Road West. The flames were beginning to spread, when he arrived, to the first, second and third floors. After the fire had been extinguished, he examined the premises and found the whole building had been gutted. The assistant accountant of the Yue Fat Loong firm informed him that there were 2,000 bags of rice in the gutted building. There was a large quantity of rice on the ground, but it did not appear to be the remains of the estimate by the accountant. There were no signs of arson.

In reply to Mr. Lewis the witness said that the fire was fiercer on the first floor than on the upper floors.

MOVEMENTS OF STEAMERS.

The C.P.O.S. Co.'s R.M.S. *Empress of Japan* arrived at Kobe on 3rd Jan. a.m. left there 3rd Jan. p.m. due at Yokohama on 4th Jan.

The P. & O. B.I. & A.L. s.s. *Grigory* left Yokohama for this port on the 31st ultimo at a.m. and is due here on the 4th instant at about a.m.

The P. & O. S.N. Co. s.s. *Sangola* left Shanghai for this port on 31st ultimo 9.30 a.m. and is due here on the 4th instant at 8 a.m.

The P. & O. S.N. Co. s.s. *Hela* left Singapore for this port on the 24th instant at 5 p.m. and is due here on the 6th Feb.

The Ben Line s.s. *Benledi* from Middlesbrough and London left Singapore for this port on 30th ultimo and may be expected to arrive here to-morrow daylight.

The N.Y.K. s.s. *Shinyo Maru* (Bombay Line) left Bombay for this port direct on the 15th Jan. and is expected here on the 6th Feb.

The N.Y.K. s.s. *Tokyo Maru* (European Line) left Singapore for this port on the 3rd Feb. and is expected here on the 6th Feb.

Rice falling to the ground floor from a height would, to some extent, have the effect of putting out the fire. In a rice fire all the rice would accumulate on the ground floor, as the fire spread to the upper floors. If there had been 2,000 bags of rice in the shop, he would expect to find more debris. The fire was fierce, and the heat was intense.

By Mr. Crew: When the fire was in progress, he saw rice falling into the ground floor from the upper floors.

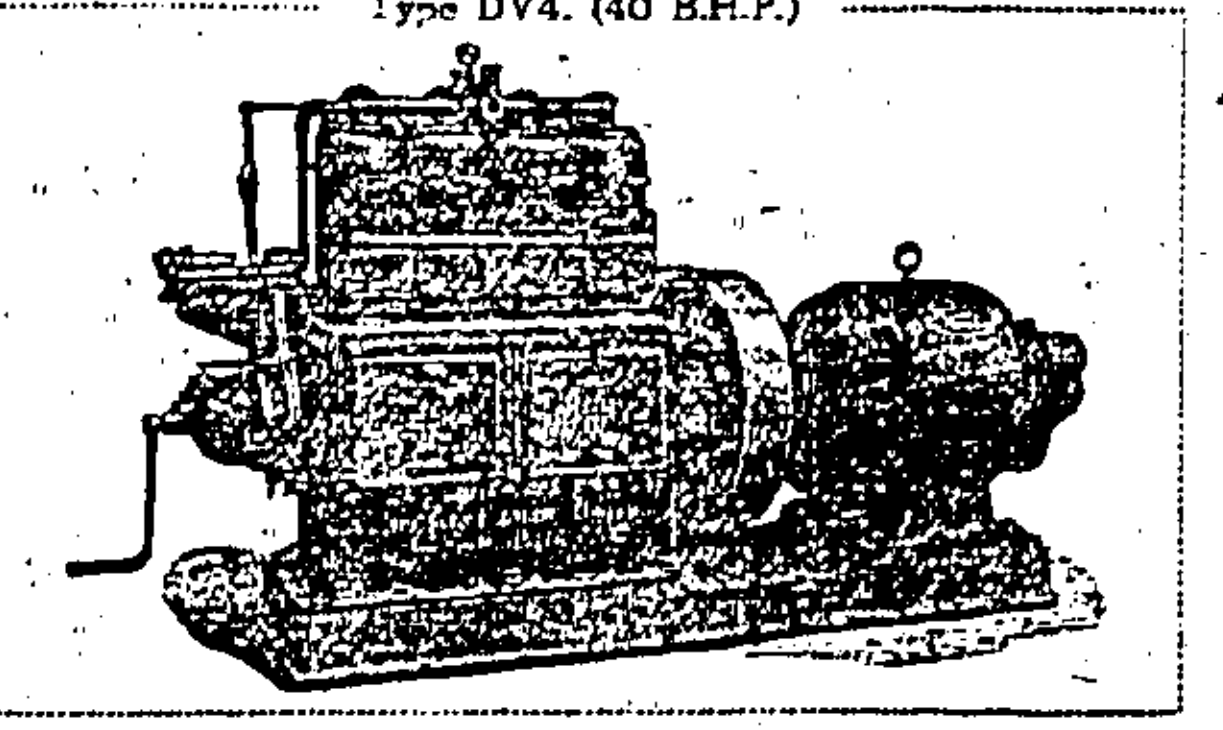
Mr. L. E. Lammert, of the firm of Geo. P. Lammert, auctioneers and surveyors, said that he had surveyed No. 99 Connaught Road West. He was of opinion that there were about 700 bags of rice in the gutted building. In making his calculation, he was giving the benefit of any doubt to the insurer.

The enquiry was, at this stage, adjourned until Saturday.

Printed and Published for the Proprietor by GEORGE WILLIAM CADE BURNETT, Editor, No. 4, Wyndham Street, Hongkong.

CROSSLEY
POWER & LIGHTING SETS

Type DV4. (40 B.H.P.)



Made for
(a) Suction or Town's Gas.
(b) Paraffin or Petrol.

These Engines are particularly suited for use in China and the East, being thoroughly reliable and can be run by native labour.

They are self-contained and built to the highest specification. All parts are very accessible, and the lubrication is automatic.

Hundreds have been supplied to various British Government Departments.

Fitted with Pulley in place of Dynamo if required.

CROSSLEY BROTHERS, LTD.,
MANCHESTER, ENGLAND.

SOLE AGENTS FOR CHINA—
ALEX. ROSS & CO.,
Des Voeux Road, HONG KONG.

BRASS THEFTS.

CONVICTION AT MACAO.

The case against Augusto Domingo Soares who was remanded at Macao last September on a charge of theft of 50 sheet of brass plates valued at \$5,000, the property of the Hongkong and Whampoa Dock Co., was reopened at Macao on Monday, and after a three days' hearing, the accused was convicted and sentenced to 18 months' hard labour.

Mr. W. E. L. Shenton watched the proceedings in the interest of the Dock Co.

DON'T RISK PNEUMONIA.

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